

# NACOmatic

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**Contact:**

Doug Ranz

248-318-0011

[NACOmatic@hotmail.com](mailto:NACOmatic@hotmail.com)

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## INSTRUMENT APPROACH PROCEDURE CHARTS

## A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

## BABELTHUAP, KOROR, PS

BABELTHUAP/KOROR ..... NDB Rwy 9<sup>1</sup>  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA except standard for operators with approved weather reporting service.

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 900-2½.

## DALAP, RM

MARSHALL ISLANDS INTL ..... NDB Rwy 7<sup>1</sup>  
NDB Rwy 25<sup>1</sup>  
RNAV (GPS) Rwy 7<sup>2</sup>  
RNAV (GPS) Rwy 25<sup>2</sup>

<sup>1</sup>NA when Majuro Radio closed.

<sup>2</sup>NA when local weather not available.

## GUAM, GQ

GUAM INTL ..... ILS or LOC Rwy 6L<sup>1</sup>  
ILS or LOC Rwy 6R<sup>1</sup>  
RNAV (GPS) Y Rwy 6R<sup>2</sup>  
RNAV (GPS) Y Rwy 24L<sup>3</sup>  
RNAV (GPS) Y Rwy 24R<sup>3</sup>  
TACAN Rwy 24R<sup>4</sup>

<sup>1</sup>ILS, LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Category C, 800-2½; Category D, 800-2½.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-3.

## HILO, HI

HILO INTL ..... ILS or LOC Rwy 26  
ILS, Category D, 700-2.  
NA when control tower closed.

## NAME ALTERNATE MINIMUMS

## HONOLULU, HI

HONOLULU INTL ..... ILS Rwy 4R<sup>1</sup>  
LDA/DME Rwy 26L<sup>1</sup>  
RNAV (GPS) Y Rwy 4R<sup>2</sup>  
RNAV (GPS) Y Rwy 8L<sup>3</sup>  
VOR/DME or TACAN or GPS-B<sup>4</sup>  
VOR or TACAN or GPS-A<sup>1</sup>  
VOR or TACAN Rwy 4R<sup>5</sup>

<sup>1</sup>Category E, 1500-3.

<sup>2</sup>Category D, 900-2½; Category E, 1500-3.

<sup>3</sup>Category D, 900-2½; Category E, 1700-3.

<sup>4</sup>Category E, 900-3.

<sup>5</sup>Category D, 800-2½.

## KAHULUI, HI

KAHULUI ..... ILS Rwy 2<sup>12</sup>  
LOC/DME BC Rwy 20<sup>2</sup>  
NDB/DME Rwy 2<sup>2</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>  
VOR/DME or TACAN Rwy 20<sup>4</sup>

<sup>1</sup>ILS, Category E, 1200-3. LOC, Category E, 1200-3.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>NA when control tower closed, except for operators with approved weather reporting service.

## KAILUA-KONA, HI

KONA INTL AT KEAHOE ..... LOC Rwy 17  
NA when control tower closed.

## KAMUELA, HI

WAIMEA-KOHALA ..... VOR/DME-A  
VOR/DME Rwy 4<sup>1</sup>

Categories A,B, 1100-2, Category C, 1100-3,  
Category D, 1300-3.

<sup>1</sup>Categories A,B, 900-2, Category C, 900-2½,  
Category D, 1300-3.

NAME ALTERNATE MINIMUMS  
**KAPOLEI, HI**  
KALAELOA (JOHN RODGERS) ..... **NDB Rwy 4R**  
FIELD)  
Category C, 800-2½; Category D, 800-2½.

**KAUNAKAKAI, HI**  
MOLOKAI ..... **VOR or TACAN or GPS-A**  
Categories A,B, 1200-2; Categories C,D,  
1200-3.

**KOSRAE, FM**  
KOSRAE ..... **NDB/DME-A<sup>12</sup>**  
**RNAV (GPS) Rwy 5<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>4</sup>**

<sup>1</sup>NA when NDB (UKS) not monitored or local weather not available. Both NDB (UKS) monitored and local weather available Monday through Saturday from 2100 UTC to 0500 UTC (0800 local to 1600 local).

<sup>2</sup>800-3.

<sup>3</sup>NA except standard for operators with approved weather reporting service.

<sup>4</sup>NA except categories A,B, standard, Category C, 800-2½, Category D 800-2½, for operators with approved weather reporting service.

**LANAI CITY, HI**  
LANAI ..... **ILS or LOC Rwy 3**  
**VOR or TACAN or GPS-A**  
**VOR or TACAN or GPS Rwy 3**  
NA when local weather not received except for operators with approved weather reporting service.

**LIHUE, HI**  
LIHUE ..... **ILS or LOC Rwy 35<sup>1</sup>**  
**RNAV (GPS) Rwy 17<sup>2</sup>**  
**RNAV (GPS) Y Rwy 21<sup>2</sup>**  
**RNAV (GPS) Y Rwy 35<sup>3</sup>**

<sup>1</sup>ILS, LOC, NA when control tower closed; LOC, Category E, NA.

<sup>2</sup>Category B, 900-2; Category C, 1000-2½; Category D, 1000-3.

<sup>3</sup>Category C, 800-2½; Category D, 800-2½.

**MIDWAY ATOLL, MQ**  
HENDERSON FIELD ..... **NDB Rwy 6**  
**NDB Rwy 24**  
**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**

NA except standard for operators with approved weather reporting service.

NAME ALTERNATE MINIMUMS  
**POHNPEI ISLAND, FM**  
POHNPEI INTL ..... **NDB or GPS-B<sup>1</sup>**  
**NDB or GPS-C<sup>1</sup>**  
**NDB/DME or GPS-A<sup>1</sup>**  
**NDB/DME Rwy 9, 800-3**  
**RNAV (GPS) Rwy 9<sup>2</sup>**  
**RNAV (GPS) Rwy 27<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>Categories A,B, 1000-2½; Category C, 1000-2½; Category D, 1000-3.

**SAIPAN, CQ**  
FRANCISCO C. ADA/  
SAIPAN INTL ..... **GPS Rwy 7**  
**GPS Rwy 25**

NA except standard for operators with approved weather reporting service.

ROTA INTL ..... **GPS Rwy 9<sup>1</sup>**  
**GPS Rwy 27<sup>1</sup>**  
**NDB Rwy 9<sup>23</sup>**  
**NDB Rwy 27<sup>23</sup>**

<sup>1</sup>NA except standard for operators with approved weather reporting service.

<sup>2</sup>NA when terminal weather not available 0900 UTC to 2000 UTC except for operators with approved weather reporting service. Terminal weather available on Rota Radio 123.6 from 2000 UTC to 0900 UTC.

<sup>3</sup>Category D, 800-2½.

**TINIAN ISLAND, CQ**  
TINIAN INTL ..... **NDB-A**  
Category C, 800-2½; Category D, 800-2½.  
NA when local weather not available except for operators with approved weather reporting service.

**TUTUILA, AQ**  
PAGO PAGO INTL ..... **ILS/DME Rwy 5<sup>1</sup>**  
**NDB-C<sup>2</sup>**  
**VOR-D<sup>34</sup>**

<sup>1</sup>ILS, Categories C,D, 700-2.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>NA when control zone not in effect.

<sup>4</sup>Categories A,B, 1100-3; Categories C,D, 1100-3.



E3

[illegible]

**WENO ISLAND, FM**

CHUUK INTL ..... NDB/DME Rwy 4<sup>1</sup>  
                               NDB or GPS-A<sup>1</sup>  
                               NDB or GPS-B<sup>1</sup>  
                               RNAV (GPS) Rwy 4<sup>2</sup>

1800-3.

<sup>2</sup>NA except standard for operators with approved weather reporting service.

**YAP ISLAND, FM**

YAP INTL ..... NDB Rwy 25<sup>1</sup>  
NDB/DME Rwy 25<sup>2</sup>

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2 $\frac{3}{4}$ ; Category D, 900-3.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾ .



## INSTRUMENT APPROACH PROCEDURE CHARTS



## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

**BABELTHUAP, KOROR, PS**

BABELTHUAP/KOROR (ROR)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1 or std. with a min. climb of 296' per NM to 500.DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 700 then as cleared.**GUAM, GQ**

GUAM INTL (GUM)

ORIG -A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6L, 6R**, 500-1 or std. with a min. climb 360' per NM to 800. **Rwys 24L, 24R**, 500-1 or std. with a min. climb of 300' per NM to 1400.DEPARTURE PROCEDURE: **Rwys 6L, 6R**, climb runway heading to 800 before turning. **Rwys 24L, 24R** climb runway heading to 1400 before turning.**HANA, HI**

HANA (HNM)

ORIG 05244 (FAA)

DEPARTURE PROCEDURE: Use LINDBERG DEPARTURE.

**HILO, HI**

HILO INTL (ITO)

AMDT 6 05356 (FAA)

DEPARTURE PROCEDURE: Use PARIS DEPARTURE.

## NAME TAKE-OFF MINIMUMS

**HONOLULU, HI**

HONOLULU INTL (HNL)

AMDT 7 85269 (FAA)

DEPARTURE PROCEDURE: use HONOLULU DEPARTURE.

**KAHULUI, HI**

KAHULUI (OGG)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, NA-ATC.DEPARTURE PROCEDURE: **Rwy 2**, climb on a heading between 310° CW to 053° from departure end of runway.**Rwy 5**, climb on a heading between 307° CW to 040° from departure end of runway. **Rwy 20**, climb on a heading of 185° from departure end of runway.

NOTE: **Rwy 2**, bush/trees beginning 190' from departure end of runway, 362' left of centerline, up to 60' AGL/79' MSL. Pipe on building 339' from departure end of runway, 289' right of centerline, 20' AGL/25' MSL. Bush beginning 902' from departure end of runway, 637' right of centerline, up to 20' AGL/39' MSL. **Rwy 5**, trees 2359' from departure end of runway, 512' left of centerline, 56' AGL/75' MSL. Fence beginning 20' from departure end of runway, 299' right of centerline, up to 7' AGL/31' MSL. Bush/trees beginning 291' from departure end of runway, 300' right of centerline, up to 76' AGL/95' MSL. **Rwy 20**, bush 22' from departure end of runway, 236' right of centerline, 2' AGL/55' MSL. Bush/trees beginning 24' from departure end of runway, 173' left of centerline, up to 29' AGL/68' MSL.





## KAILUA-KONA, HI

## KONA INTL AT KEAHOLE

DEPARTURE PROCEDURE: **Rwy 17**, northwest-bound climb runway heading to 500 then climbing right turn to assigned route; eastbound climb runway heading to 500 then climbing right turn, heading 360°, to 2000, then climb via V3. **Rwy 35**, northwestbound climb runway heading to 500 then climbing left turn to assigned route; eastbound climb runway heading to 2000 then climb via V3.

## KAMUELA, HI

## WAIMEA-KOHALA (MUE)

## AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2 or std. with a min. climb of 240' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 041° to 3100 then climbing right turn via heading 080° and MUE VOR/DME R-057 to 6000 to VELLA INT, then as assigned. **Rwy 22**, climb via heading 233° and MUE VOR/DME R-234 to 5000 to JASON INT, then as assigned.

NOTE: **Rwy 4**, windsock 158' from departure end of runway, 299' right of centerline, 25' AGL/2702' MSL. Fence 2754' from departure end of runway, 323' right of centerline, 12' AGL/2741' MSL. Tree 5200' from departure end of runway, 179' right of centerline, 50' AGL/2817' MSL. Tree 5331' from departure end of runway, 110' left of centerline, 50' AGL/2829' MSL. Tree 1.3 NM from departure end of runway, 739' right of centerline, 50' AGL/2864' MSL. Tree 1.3 NM from departure end of runway, 1741' left of centerline, 50' AGL/2889' MSL. Antenna 1.8 NM from departure end of runway, 1094' left of centerline 152' AGL/2992' MSL. Rising terrain beginning 1.5 NM from departure end of runway, 3.9 NM left of centerline, up to 13796' MSL.

**Rwy 22**, cactus at departure end of runway, 191' left of centerline, 10' AGL/2668' MSL. Tree at departure end of runway, 353' right of centerline, 50' AGL/2687' MSL. Bush 673' from departure end of runway, 186' left of centerline, 30' AGL/2673' MSL. Pole 1058' from departure end of runway, 124' left of centerline, 20' AGL/2683' MSL. Rapidly rising terrain beginning 1.5 NM from departure end of runway, 4209' left of centerline, up to 5513' MSL.

## KAPOLEI, OAHU ISLAND, HI

## KALAELOA (JOHN RODGERS FIELD) (JRF)

## ORIG 09295 (FAA)

DEPARTURE PROCEDURE: DME Required. **Rwys 4L, 4R, 11**, climb heading 200° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course. **Rwys 22L, 22R**, climb heading 224° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course. **Rwy 29**, climb heading 210° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course.

NOTE: **Rwy 11**, tree 1533' from DER, 831' left of centerline, 60' AGL/70' MSL. **Rwy 22L**, vehicles on road 305' from DER, 195' left of centerline, 15' AGL/26' MSL. **Rwy 29**, tree 1794' from DER, 573' left of centerline, 60' AGL/99' MSL.



## KAUNAKAKAI, HI

MOLOKAI (MKK)

AMDT 5 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 395' per NM to 1600 or 1900-2½ for climb in visual conditions. **Rwy 23**, std. with a min. climb of 446' per NM to 1600 or 1900-2½ for climb in visual conditions. **Rwy 35**, 200-1 or std. with a min. climb of 441' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 040° to 1500 then climbing left turn direct MKK VORTAC, or climb in visual conditions to cross Molokai Airport southwestbound at or above 1800 via the MKK R-067 to MKK VORTAC, thence...

**Rwy 17**, climb via heading 169° to 1500 then climbing right turn direct MKK VORTAC, thence...

**Rwy 23**, climbing left turn via heading 170° to 1700 then climbing right turn direct MKK VORTAC or climb in visual conditions to cross Molokai Airport southwestbound at or above 1800 via the MKK R-067 to MKK VORTAC, thence...

**Rwy 35**, climb via heading 349° to 1500 then climbing left turn direct MKK VORTAC, thence...

...climb in MKK VORTAC holding pattern (hold NE, right turn, 236° inbound) to cross MKK at or above MCA/MEA for route of flight.

NOTE: **Rwy 5**, pole 2254' from departure end of runway, 222' right of centerline, 45' AGL/565' MSL, tree 1.12 NM from departure end of runway, 720' right of centerline, 50' AGL/675' MSL. Fenceline beginning 147' from departure end of runway, 177' left of centerline, up to 12' AGL/471' MSL. Multiple trees and bushes beginning 50' from departure end of runway, 273' left of centerline, up to 50' AGL/551' MSL. Obstruction light 1366' from departure end of runway, 79' right of centerline, 30' AGL/528' MSL. Multiple poles beginning 3065' from departure end of runway, 644' left of centerline, up to 45' AGL/623' MSL. Multiple trees beginning 4155' from departure end of runway, 184' right of centerline, up to 50' AGL/714' MSL. **Rwy 23**, tree 2.44 NM from departure end of runway, 747' right of centerline, 100' AGL/1264' MSL. Tree 2.82 NM from departure end of runway, 1753' right of centerline, 60' AGL/819' MSL. Tree 2.73 NM from departure end of runway, 2001' left of centerline, 60' AGL/919' MSL. Tree 2.03 NM from departure end of runway, 2006' left of centerline, 100' AGL/919' MSL. Pole 8021' from departure end of runway, 867' left of centerline, 42' AGL/642' MSL. **Rwy 35**, tree 2990' from departure end of runway, 1030' right of centerline, 50' AGL/648' MSL. Tree 3033' from departure end of runway, 740' right of centerline, 50' AGL/637' MSL. Tree 2497' from departure end of runway, 1106' right of centerline, 50' AGL/615' MSL. Tree 3835' from departure end of runway, 76' right of centerline, 50' AGL/620' MSL. Tree 3041' from departure end of runway, 728' right of centerline, 50' AGL/600' MSL. Tree 3569' from departure end of runway, 116' right of centerline, 50' AGL/596' MSL. Bush 28' from departure end of runway, 289' left of centerline, 15' AGL/461' MSL. Multiple bushes and trees 48' from departure end of runway, 48' right of centerline, up to 200' AGL/648' MSL. Multiple bushes and trees 28' from departure end of runway, 34' left of centerline up to 41' AGL/489' MSL. Multiple bushes beginning 107' from departure end of runway, 133' right of centerline, up to 15' AGL/492' MSL. Multiple bushes beginning 133' from departure end of runway, 43' left of centerline, up to 15' AGL/517' MSL. Road/vehicle 200' from departure end of runway, 62' right of centerline, 15' AGL/487' MSL. Pole 1.32 NM from departure end of runway, 867' left of centerline, 42' AGL/642' MSL.

## KOSRAE, FM

KOSRAE (TTK)

ORIG-A 09071 (FAA)

CAUTION: Ships with masts to 200' traverse harbor entrance located on west side of runway.

DEPARTURE PROCEDURE: **Rwy 5**, left turn. **Rwy 23**, right turn, climb to 2000 or above before turning east.

## LANAI CITY, HI

LANAI (LNY)

AMDT 5 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 400-1 or std. w/ min. climb of 370' per NM to 2700 or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 033° to 1720 before turning left. Climb heading 300° or 180° to intercept route or airway, then continue as cleared. Maintain maximum 210 kts until turn is completed or for climb in visual conditions cross LNY VORTAC eastbound at or above 3700. **Rwy 21**, climb heading 213° to assigned altitude. Eastbound - climb westbound to cross LNY VORTAC eastbound at or above 2700 and climb as cleared. Westbound - climb direct LNY VORTAC then via assigned route.

NOTE: **Rwy 3**, multiple poles, trees, and terrain beginning 2108' from DER, 1011' left of centerline, up to 200' AGL/2202' MSL. **Rwy 21**, lighted windsock 8' from DER, 191' right of centerline, 30' AGL/1323' MSL.

## LIHUE, HI

LIHUE (LIH)

AMDT 8 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 2400-3. Use DIANE DEPARTURE PROCEDURE.

DEPARTURE PROCEDURE: **Rwys 3, 35**, to V15, climb runway heading to 500 then climbing right turn, heading 125°, then as assigned. **Rwy 17**, to V15, climb runway heading to 500 then climbing left turn, heading 045°, then as assigned. To LIH-150 climb runway heading to 500 then climbing left turn, heading 120°, then as assigned. **Rwy 21**, to V15, climb runway heading to 550 then climbing left turn, heading 090°, to intercept LIH R-110, maintain 5000, direct BOOKE INT or as assigned. To LIH-148, climb runway heading to 550, then climbing left turn, heading 120°, to intercept LIH R-148, maintain 3000, direct NAPUA INT or as assigned.

## POHNPEI ISLAND, FM

POHNPEI INTL (PNI)

AMDT 2 80079 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 400-1½.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 500 then left turn for north or west departure. **Rwy 27**, climb runway heading to 500 then right turn for north or east departure. Climb runway heading to 1500 before turning for south departure.

CAUTION: Ships with superstructure to 150', traverse Ponape channel, 400' off approach end of Rwy 9, closing airport at times.



## SAIPAN, CQ

FRANCISCO C. ADA/SAIPAN INTL (GSN)  
ORIG-A 09071 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb on runway heading to 1600 before climbing on course.

ROTA INTL (GRO)

AMDT 1A 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1000 before turning. **Rwy 27**, climb runway heading to 2000 or above before turning south.

## TINIAN ISLAND, CQ

TINIAN INTL (TNI)

AMDT 1 09239 (FAA)

NOTE: **Rwy 8**, trees beginning 694' from DER, 507' left of centerline, up to 100' AGL/363' MSL. Multiple trees beginning 569' from DER, 471' right of centerline, up to 100' AGL/389' MSL. **Rwy 26**, multiple trees beginning 743' from DER, 508' right of centerline, up to 100' AGL/363' MSL.

## TUTUILA, AQ

PAGO PAGO INTL (PPG)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, std. w/ min. climb of 320' per NM to 800, or 2700-3 for climb in visual conditions. **Rwy 26**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 5, 8**, climbing right turn southbound between TUT R-090 clockwise to R-180 to 2800, then proceed on course. **Rwy 23**, climbing left turn heading 150° southbound between TUT R-090 clockwise to R-180 to 2800, then proceed on course. For climb in visual conditions: cross Pago Pago Intl Airport at or above 2600 before proceeding on course.

NOTE: **Rwy 5**, bush 1' from departure end of runway, 237' right of centerline, 3' AGL/12' MSL. Bush 379' from departure end of runway, 362' left of centerline, 14' AGL/23' MSL. Ship 998' from departure end of runway, 57' right of centerline, 150' AGL/150' MSL. **Rwy 8**, bush 689' from departure end of runway, 360' left of centerline, 15' AGL/23' MSL. Ship 1435' from departure end of runway, 304' left of centerline, 150' AGL/150' MSL. **Rwy 23**, multiple trees beginning 352' from departure end of runway, 173' left of centerline, up to 20' AGL/132' MSL. Multiple trees beginning 881' from departure end of runway, 296' right of centerline, up to 20' AGL/172' MSL. Multiple trees and poles beginning 1.6 NM from departure end of runway, 38' right of centerline, up to 367' AGL/554' MSL. Tree 2.3 NM from departure end of runway, 2126' left of centerline, 20' AGL/387' MSL.

## WENO ISLAND, FM

CHUUK INTL (TKK)

AMDT 1 82189 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb on runway heading to 800 before turning right. **Rwy 22**, climb on runway heading to 1200 before turning left.

**CAUTION:** Ships with superstructure to 150' traverse channels west of runway 4/22.

## YAP ISLAND, FM

YAP INTL (T11)

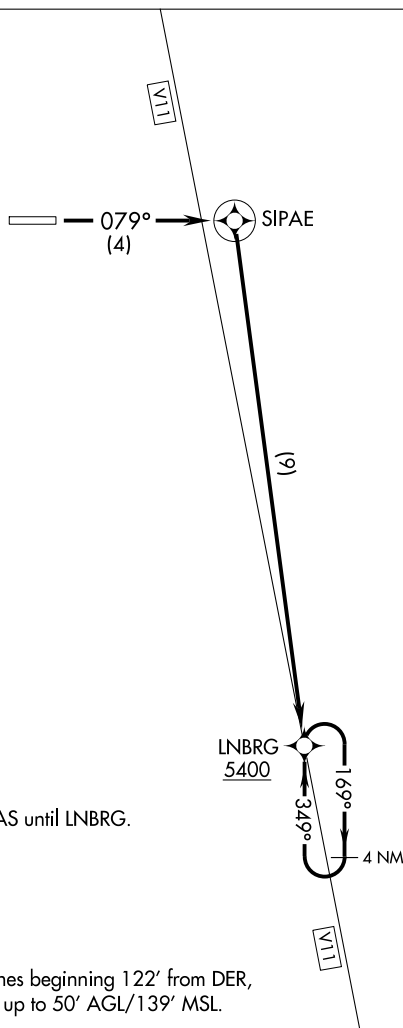
AMDT 2 94342 (FAA)

DEPARTURE PROCEDURE: **Rwys 7**, climbing right turn to 1500 via 090° bearing from YP NDB/DME, then climb on course. **Rwy 25**, climb to 500, then climb on course.



## LINDBERG ONE DEPARTURE (OBSTACLE) (RNAV)

HCF APPROACH  
126.0 278.3  
CLNC DEL 122.3  
CTAF 122.9



NOTE: RNAV 1.  
NOTE: GPS required.  
NOTE: Do not exceed 200 KIAS until LNBRG.

TAKE-OFF MINIMUMS

Rwy 26: NA.  
Rwy 8: Standard.

TAKE-OFF OBSTACLE NOTE

Rwy 8: Multiple trees and bushes beginning 122' from DER,  
75' right of centerline, up to 50' AGL/139' MSL.

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 079° course to SIPAE, then right turn direct LNBRG, thence. . . .

. . . climb in holding (if required) to cross LNBRG at or above 5400 before proceeding via assigned route.



A compass rose with a vertical line pointing up and a line pointing up and to the right. The angle between the vertical line and the diagonal line is labeled "VAR 9.90° E".

-19° 44' N

FIELD  
ELEV  
38

37  
26

19°43'N<sup>1</sup>

CONTROL  
TOWER

## TERMINAL

RWY 3-21  
S75, D80, DT140, SBTT230, DDT410  
RWY 8-26  
S75, D250, DT350, SBTT450, DDT850

-19°42'N<sup>1</sup>

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

155°03'W

155°02'W

283

LOC/DME I-TO

110.7

Chan 44

APP CRS

259°

Rwy Idg TDZE Apt Elev

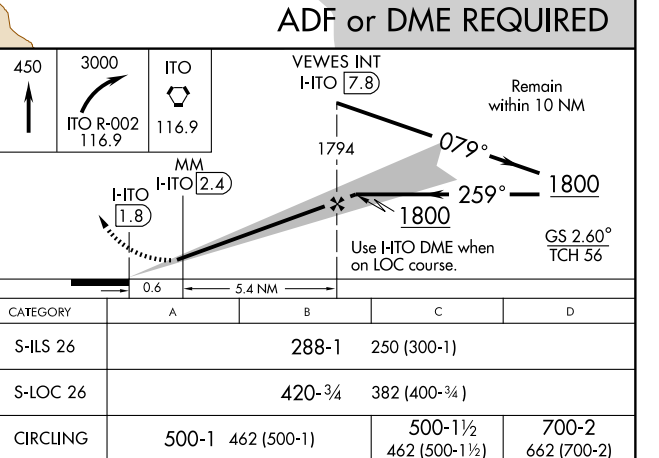
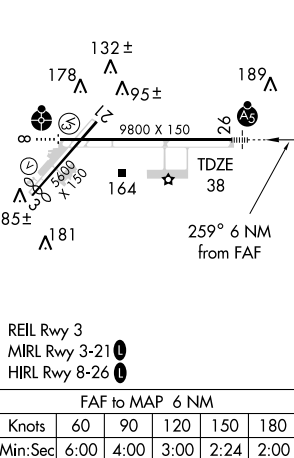
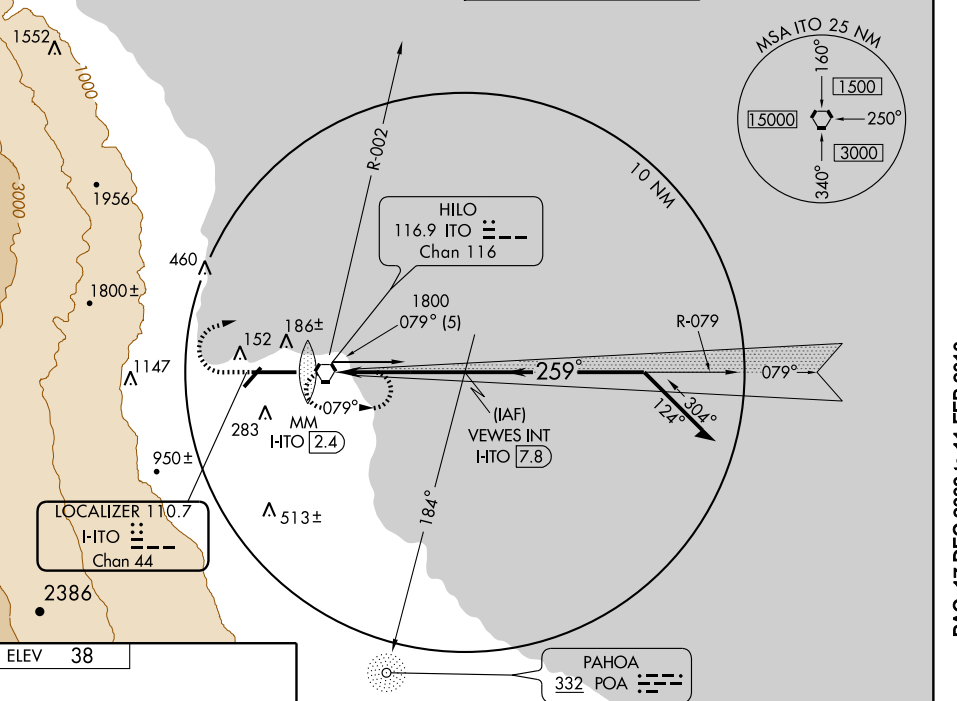
9800 38 38

MAISLR

MISSED APPROACH:

Climb to 450 then climbing right turn to 3000 via ITO R-002 then direct ITO VORTAC and hold.

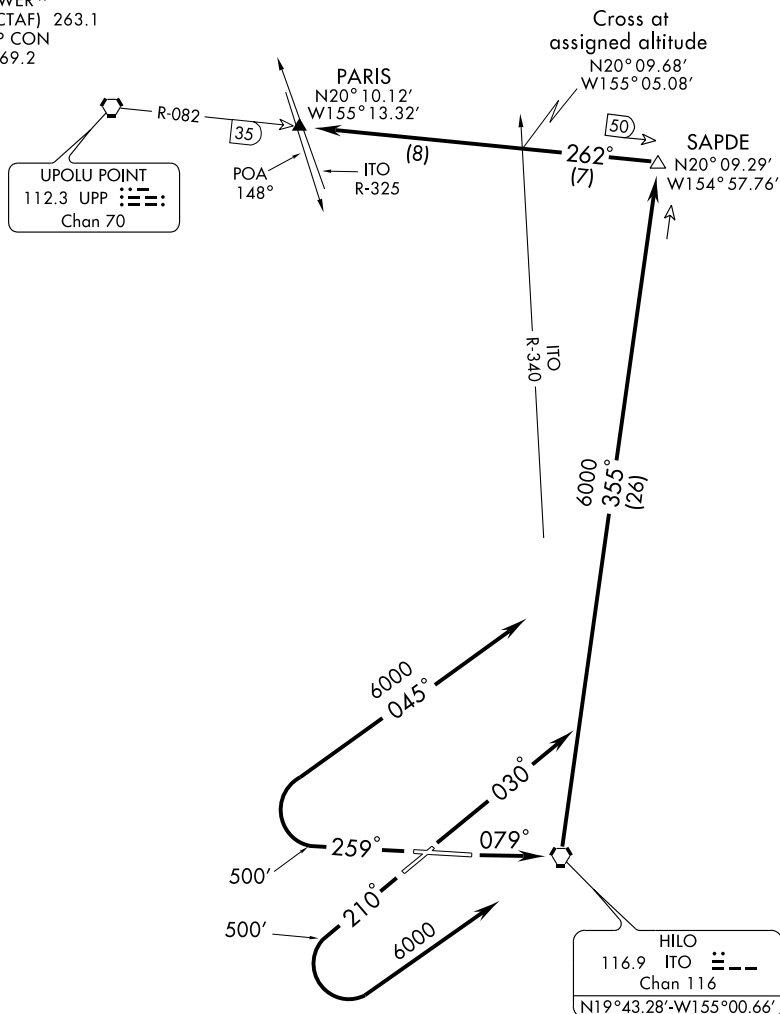
ATIS 126.4	HILO APP CON 119.7 269.2	HILO TOWER★ 118.1(CTAF) 263.1	GND CON 121.9
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## PARIS THREE DEPARTURE (OBSTACLE)

HILO INTL (ITO) (PHTO)  
HILO, HAWAII

ATIS 126.4  
GND CON  
121.9  
HILO TOWER ★  
118.1 (CTAF) 263.1  
HILO DEP CON  
119.7 269.2

TAKE OFF MINIMUMS:

Rwy 3, 8: STANDARD.

Rwy 21: Standard with minimum climb of 310 feet per NM to 1100 or 1300-2½ for climb in visual conditions.

Rwy 26: Standard with minimum climb of 444 feet per NM to 2500 or 1300-2½ for climb in visual conditions.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb via heading 030° to intercept ITO R-355 to 6000' to SAPDE INT Thence....

TAKE-OFF RUNWAY 8: Climb via heading 079° to ITO VORTAC and ITO R-355 to 6000' to SAPDE INT. Thence....

TAKE-OFF RUNWAY 21: Climb via heading 210° to 500', then climbing left turn to 6000' direct ITO VORTAC and ITO R-355 to SAPDE, or climb in visual conditions to cross DER eastbound at or above 1200' MSL before proceeding on course. Thence....

TAKE-OFF RUNWAY 26: Climb via heading 259° to 500', then climbing right turn to 6000' via heading 045° to intercept ITO R-355 to SAPDE, or climb in visual conditions to cross DER eastbound at or above 1200' MSL before proceeding on course. Thence....

....Proceed via UPP R-082 to PARIS INT. Cross ITO R-340 at assigned altitude.

TAKE-OFF OBSTACLE NOTES:

Rwy 3: Tree 325' from DER, 432' right of centerline, 40' AGL/80' MSL.

Windsock 395' from DER, 307' left of centerline, 25' AGL/43' MSL.

Multiple trees beginning 1107' from DER, 360' left of centerline to 2210' from DER, 418' right of centerline, up to 50' AGL/115' MSL.

Antenna 1255' from DER, 68' left of centerline, 50' AGL/77' MSL.

Rwy 8: Tree 415' from DER, 495' right of centerline, 40' AGL/61' MSL.

Tree 865' from DER, 589' right of centerline, 40' AGL/73' MSL.

Tree 1317' from DER, 329' right of centerline, 40' AGL/79' MSL.

Rwy 21: Road/Vehicle 235' from DER, 261' left of centerline, 15' AGL/73' MSL.

Pole 557' from DER, 409' right of centerline, 40' AGL/66' MSL.

Pole 1.86 NM from DER, 3295' right of centerline, 80' AGL/362' MSL.

Tree 1.98 NM from DER, 1388' left of centerline, 80' AGL/427' MSL.

Tree 2.29 NM from DER, 775' left of centerline, 60' AGL/479' MSL.

Tree 2.28 NM from DER, 1176' right of centerline, 60' AGL/514' MSL.

Pole 2 NM from DER, 1821' left of centerline, 60' AGL/398' MSL.

Tree 1.24 NM from DER, 266' left of centerline, 80' AGL/236' MSL.

Pole 1.83 NM from DER, 1185' left of centerline, 80' AGL/327' MSL.

Rwy 26: Windsock at DER, 269' right of centerline, 25' AGL/46' MSL.

Road/Vehicle at DER, 455' right of centerline, 15' AGL/54' MSL.

Light Pole 548' from DER, 582' right of centerline, 30' AGL/58' MSL.

Tree 1107' from DER, 582' left of centerline, 50' AGL/81' MSL.

Tree 1318' from DER, 471' left of centerline, 50' AGL/92' MSL.

AL-756 (FAA)

## RNAV (GPS) RWY 21

HILO INTL (ITO)(PHTO)

APP CRS <b>210°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>31</b> <b>38</b>
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**T**  
**A** NA Circling not authorized south of Rwy 8-26.

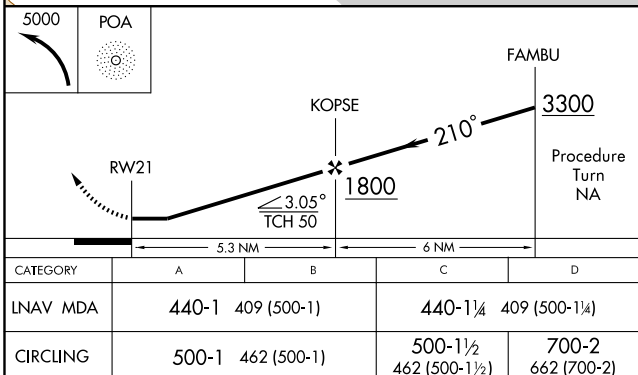
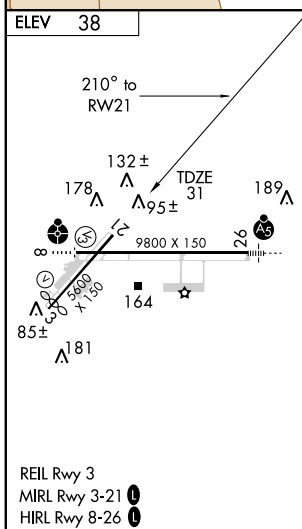
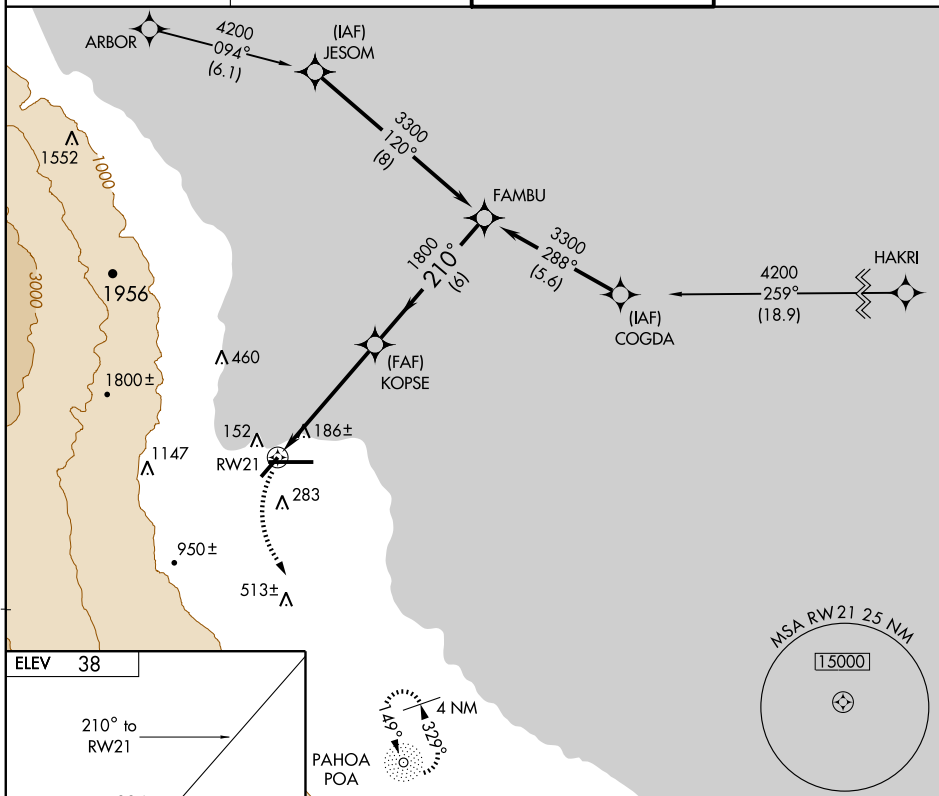
**MISSED APPROACH:** Climbing left turn to 5000 direct POA NDB and hold.

ATIS  
126.4

HILO APP CON  
119.7 269.2

HILO TOWER ★  
118.1 (CTAF) **L** 263.1

GND CON  
121.9



PAC. 17 DEC 2009 to 11 FEB 2010

⚠

NA

Circling not authorized south of Rwy 8-26.  
For inoperative MALSR increase LNAV Cat A, B & D ¼ mile.  
Baro-VNAV NA below -5°C (23°F).  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
WAAS VNAV NA.

MALSR

MISSED APPROACH: Climb to 5000  
direct EKAGE WP then right turn  
direct ARBOR WP and hold.

ATIS 126.4	HILO APP CON 119.7 269.2	HILO TOWER★ 118.1(CTAF) 263.1	GND CON 121.9
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REIL Rwy 3  
MIRL Rwy 3-21  
HIRL Rwy 8-26

5000	EKAGE	ARBOR	CEKOB	
* LNAV only	* 1.3 NM to RW26	EREBE	Procedure Turn NA	
RW26				
GS 3.00° TCH 53				
VGSI and descent angles not coincident.				
1.3 4 NM 5.7 NM				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	440-1 402 (500-1)			
LNAV MDA	440-3/4 402 (500-3/4)		440-1 402 (500-1)	
CIRCLING	500-1 1/2 462 (500-1 1/2)		700-2 662 (700-2)	

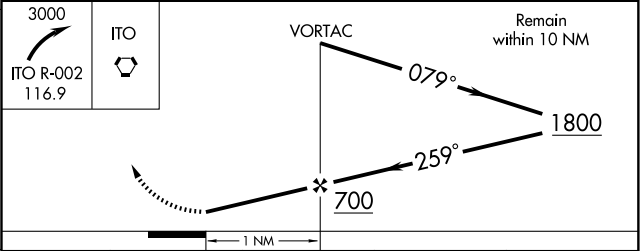
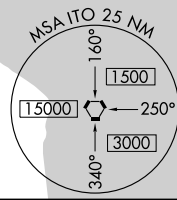
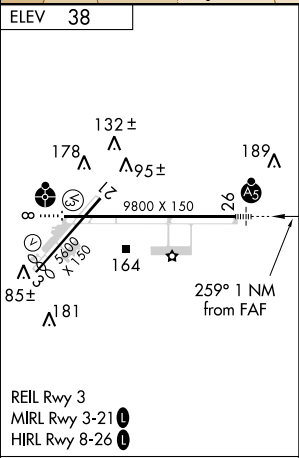
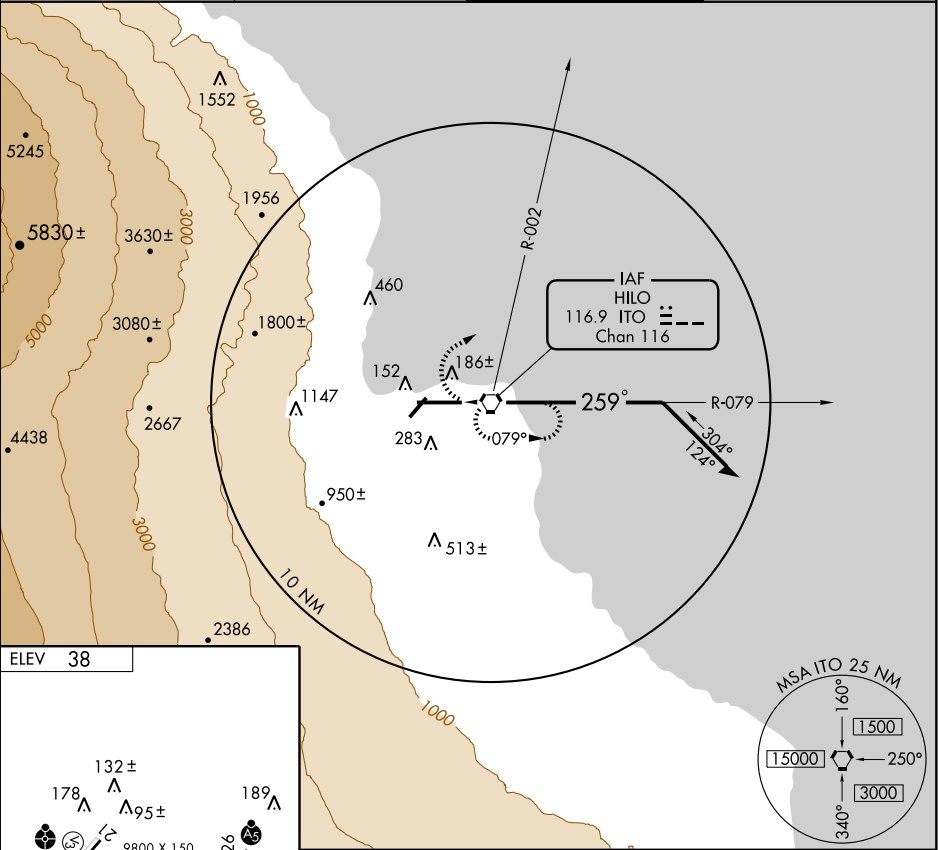
PAC. 17 DEC 2009 to 11 FEB 2010

VORTAC ITO	APP CRS	Rwy Idg	N/A
116.9	259°	TDZE	N/A
Chan 116		Apt Elev	38

VOR-B  
HILO INTL (ITO) (PHTO)

 Circling not authorized south of Rwy 8-26.	MISSED APPROACH: Climbing right turn to 3000 via ITO R-002 then direct to ITO VORTAC and hold.
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ATIS 126.4	HILO APP CON 119.7 269.2	HILO TOWER ★ 118.1 (CTAF) 263.1	GND CON 121.9
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FAF to MAP 1 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	500-1	462 (500-1)	500-1½ 462 (500-1½)	700-2 662 (700-2)
Min:Sec	1:00	0:40	0:30	0:24	0:20					

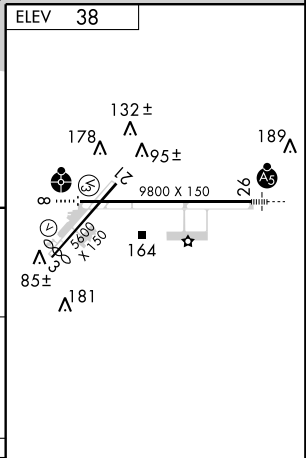
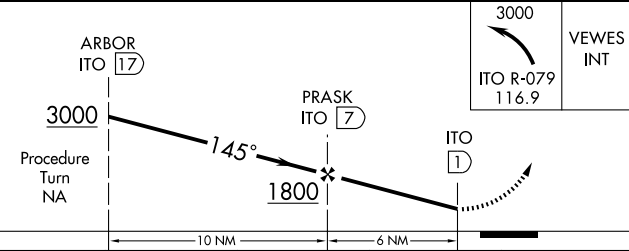
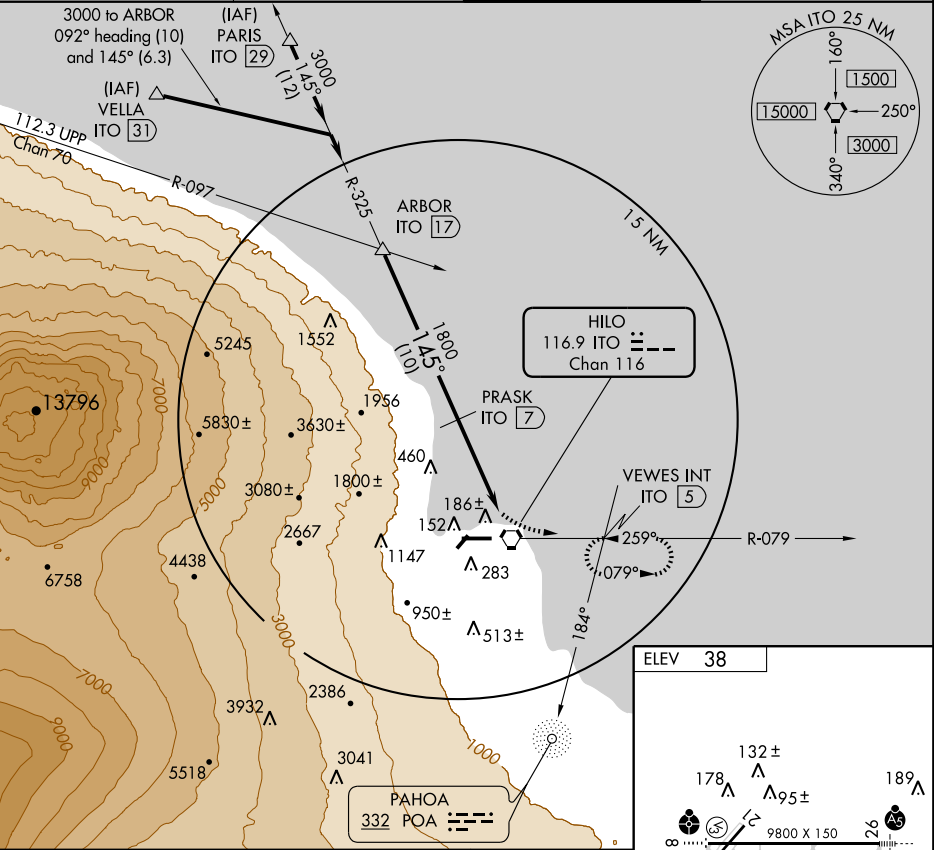
VORTAC ITO	APP CRS	Rwy Idg TDZE	N/A
116.9	145°		N/A
Chan 116		Apt Elev	38

# VOR/DME or TACAN-A

HILO INTL (ITO) (PHTO)

 Circling not authorized south of Rwy 8-26.	MISSED APPROACH: Climbing left turn to 3000 via ITO R-079 to VEWES/5 DME and hold.
--	--

ATIS 126.4	HILO APP CON 119.7 269.2	HILO TOWER ★ 118.1 (CTAF) 0 263.1	GND CON 121.9
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CATEGORY	A	B	C	D
CIRCLING	500-1½	462 (500-1½)		700-2 662 (700-2)

REIL Rwy 3  
MIRL Rwy 3-21 0  
HIRL Rwy 8-26 0

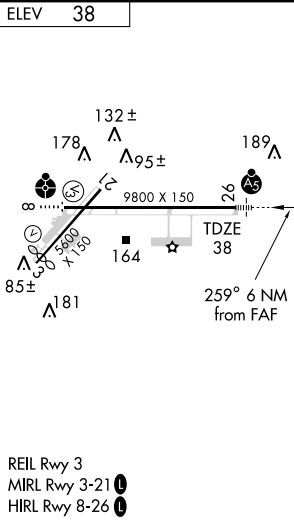
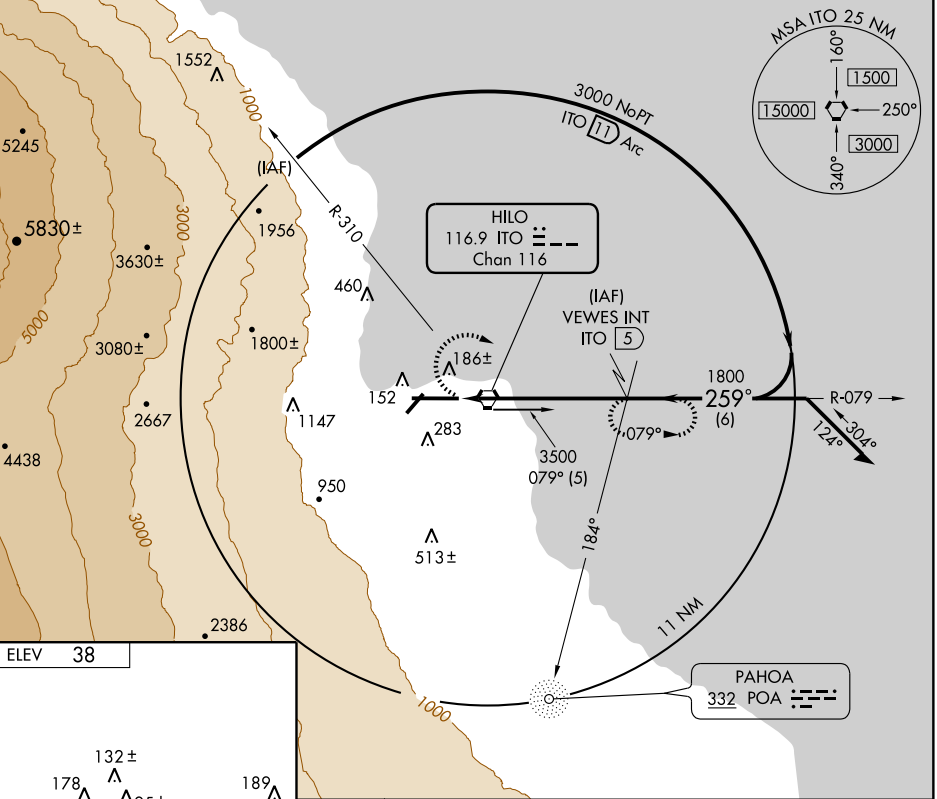
VORTAC ITO	APP CRS	Rwy Idg	9800
116.9	259°	TDZE	38
Chan 116		Apt Elev	38

# VOR/DME or TACAN RWY 26

HILO INTL (ITO) (PHTO)

<p><b>T</b> Circling not authorized south of Rwy 8-26. Visibility reduction for helicopters NA. For inoperative MALSRL increase S-26 Cat. A/B and D visibility ¼ mile.</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climbing right turn to 3000 via ITO R-079 to VEVES/5 DME and hold.</p>
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ATIS <b>126.4</b>	HILO APP CON <b>119.7 269.2</b>	HILO TOWER ★ <b>118.1 (CTAF) 263.1</b>	GND CON <b>121.9</b>
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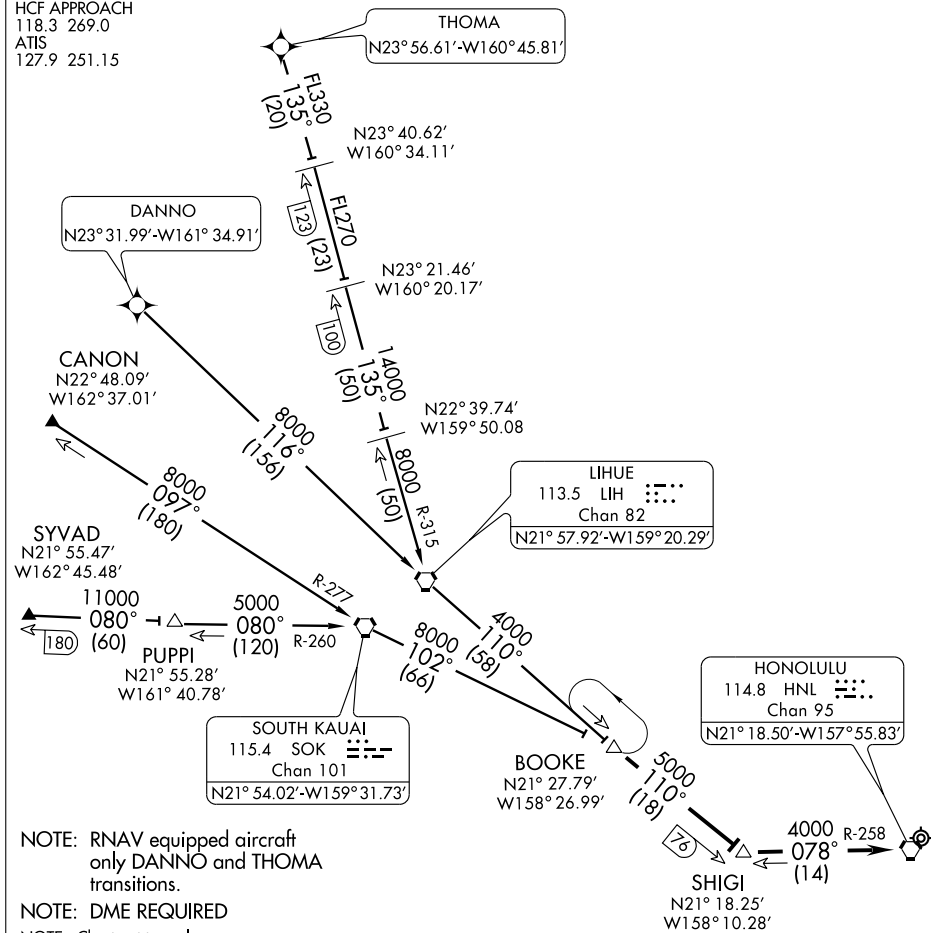
	3000	VEVES INT	VEVES INT ITO [5]	Remain within 10 NM
	ITO R-079 116.9			
	VORTAC			
	ITO [1]	ITO [0.2]		
	1.0	0.2	4.8 NM	
CATEGORY	A	B	C	D
S-26	460-¾	422 (500-¾)		460-1 422 (500-1)
CIRCLING	500-1½	462 (500-1½)		700-2 662 (700-2)

## AL-754 (FAA)

HONOLULU, HAWAII



HCF APPROACH  
 118.3 269.0  
 ATIS  
 127.9 251.15



NOTE: RNAV equipped aircraft  
 only DANNO and THOMA  
 transitions.

NOTE: DME REQUIRED

NOTE: Chart not to scale

### ARRIVAL DESCRIPTION

**CANON TRANSITION (CANON.BOOKE8):** From over CANON INT via SOK R-277 to SOK VORTAC. Then via SOK R-102 to BOOKE DME. Thence....

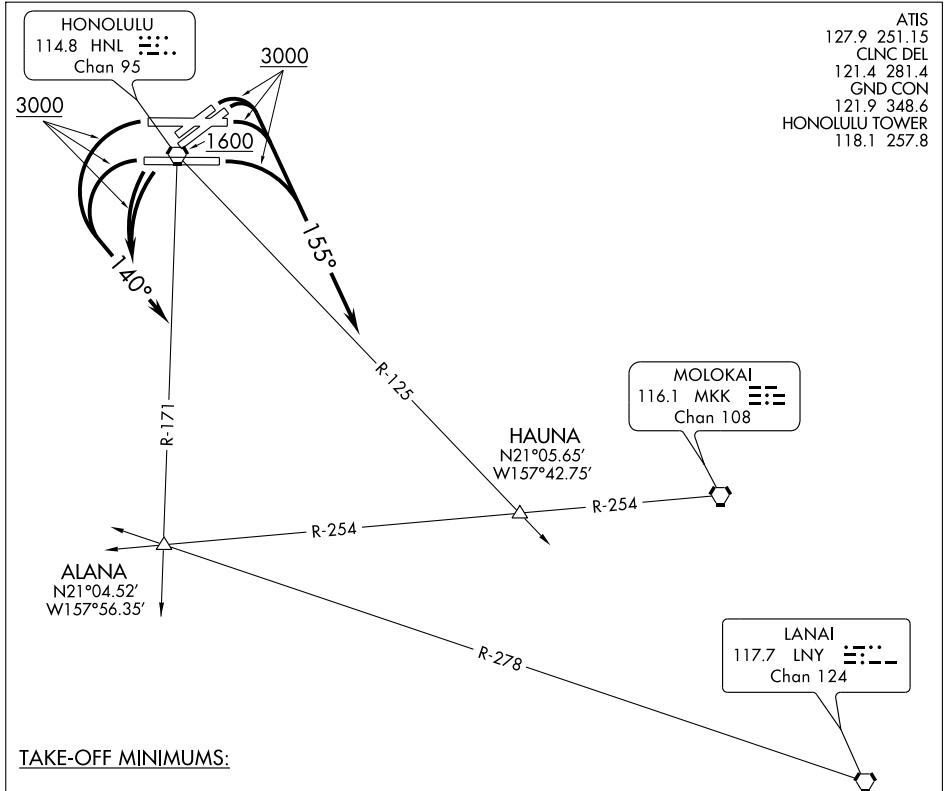
**DANNO TRANSITION (DANNO.BOOKE8):** From over DANNO WP via RNAV 116° course to LIH VORTAC. Then via LIH R-110 to BOOKE DME. Thence....

**SYVAD TRANSITION (SYVAD.BOOKE8):** From over SYVAD INT via SOK R-260 to SOK VORTAC. Then via SOK R-102 to BOOKE DME. Thence....

**THOMA TRANSITION (THOMA.BOOKE8):** From over THOMA WP via RNAV 135° course to LIH 123 DME, then LIH R-315 to LIH VORTAC. Then via LIH R-110 to BOOKE DME. Thence....

....From over BOOKE DME via LIH R-110 and HNL R-258 to HNL VORTAC. Expect radar vectors.

## HONOLULU ONE DEPARTURE (OBSTACLE)

HONOLULU INTL (HNL) (PHNL)  
HONOLULU, HAWAIITAKE-OFF MINIMUMS:

RWYS 22L/R, 26R: Standard.

RWYS 4L/R: Standard with minimum climb of 425 feet per NM to 1900, do not exceed 180 KIAS until southeast bound on 155° heading, or 1700-2½ for climb in visual conditions.

RWY 8L: Standard with minimum climb of 310 feet per NM to 1000, or 1700-2½ for climb in visual conditions.

RWY 8R: Standard with minimum climb of 270 feet per NM to 1000, or 1700-2½ for climb in visual conditions.

RWY 26L: Standard with minimum climb of 237 feet per NM to 300, or 1700-2½ for climb in visual conditions.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## ▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R, 8L/R: Climbing right turn to 3000 via heading 155° to intercept HNL R-125 to HAUNA INT before proceeding on course, or....

TAKE-OFF RUNWAYS 22L/R, 26L/R: Climbing left turn to 3000 via heading 140° to intercept HNL R-171 to ALANA INT before proceeding on course, or....

....For climb in visual conditions to cross HNL VORTAC southbound at 1600, continue climb to 3000 via HNL R-171 to ALANA INT before proceeding on course.

TAKE-OFF OBSTACLE NOTES:

RWY 4L: Multiple lights beginning 630 feet from DER, 236 feet left of centerline, 102 feet right of centerline, up to 84 feet AGL/92 feet MSL. Light on bldg 669 feet from DER, 394 feet left of centerline, 29 feet AGL/37 feet MSL. Stack on bldg 2,488 feet from DER, 219 feet right of centerline, 72 feet AGL/80 feet MSL. Multiple trees beginning 1,253 feet from DER, 209 feet left of centerline, 935 feet right of centerline, up to 64 feet AGL/72 feet MSL. Bush 450 feet from DER, 234 feet left of centerline, 14 feet AGL/22 feet MSL.

RWY 4R: Stack on bldg, 2,442 feet from DER, 283 feet left of centerline, 72 feet AGL/80 feet MSL. Multiple trees beginning 1,206 feet from DER, 711 feet left of centerline, 433 feet right of centerline, up to 64 feet AGL/72 feet MSL. Multiple lights beginning 1,072 feet from DER, 399 feet left of centerline, 504 feet right of centerline, up to 36 feet AGL/44 feet MSL. Pole 2,110 feet from DER, 951 feet left of centerline, 59 feet AGL/67 feet MSL.

RWY 22L: Multiple bushes beginning 265 feet from DER, 396 feet right of centerline, 17 feet AGL/31 feet MSL. Tree 1,065 feet from DER, 499 feet right of centerline, 30 feet AGL/38 feet MSL.

RWY 22R: Rod on OL ASR 1,451 feet from DER, 827 feet right of centerline, 76 feet AGL/84 feet MSL. Tree 853 feet from DER, 308 feet right of centerline, 43 feet AGL/51 feet MSL.

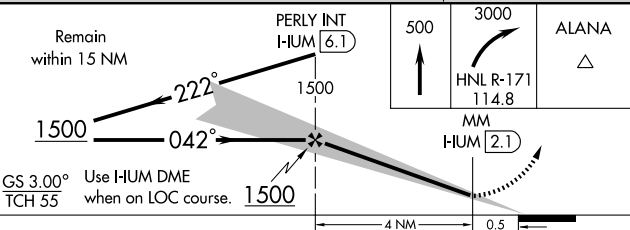
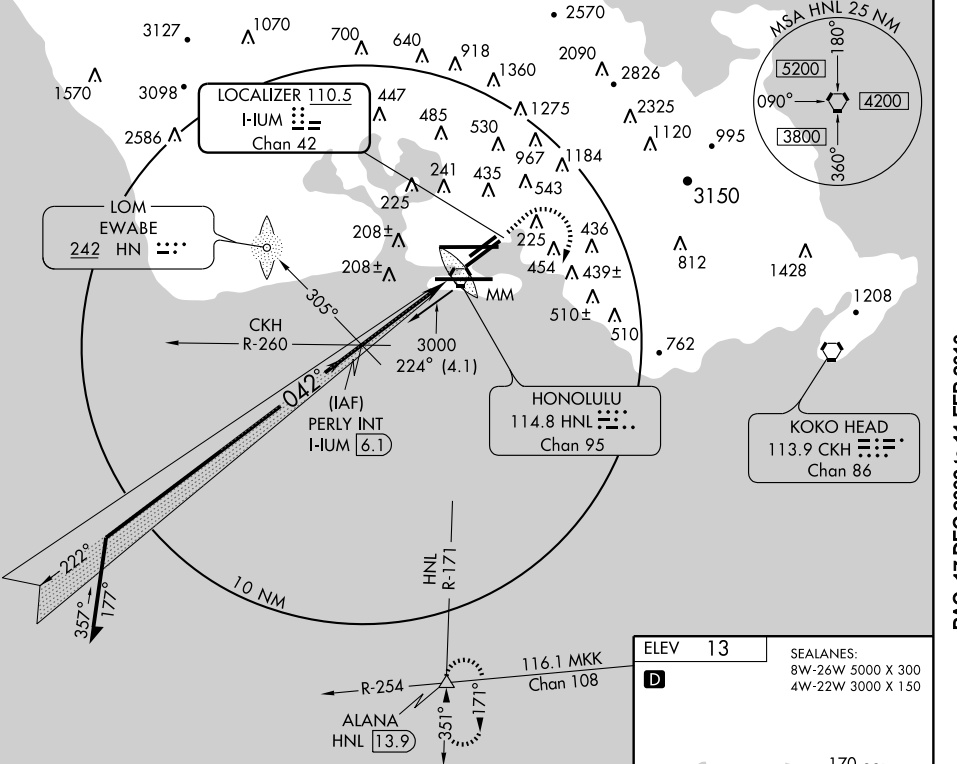
RWY 26L: Ship 6,683 feet from DER, on centerline, 208 feet AGL/208 feet MSL.

**⚠** Cat. A, B, C circling not authorized northwest of airport between Rwys 8L-26R and 4L- 22R. Cat. D, E circling not authorized north of Rwy 8L-26R. For inoperative MALS, increase S-ILS-4R Cat. E visibility to 1¼ and S-LOC-4R visibility to 1½.

**MALSR**  
A5  
.....

**MISSED APPROACH:** Climb to 500 then climbing right turn to 3000 via HNL R-171 to ALANA Int/HNL 13.9 DME and hold.

ATIS	HCF APPROACH	HONOLULU TOWER	GND CON	CLNC DEL	RAMP CONTROL
127.9 251.15	118.3 269.0	118.1 257.8	121.9 348.6	121.4 281.4	121.8



CATEGORY	A	B	C	D	E
S-ILS 4R	209-½	200 (200-½)	359-1	350 (400-1)	
S-LOC 4R	460-½	451 (500-½)	460-¾	460-1	451 (500-1)
CIRCLING	620-1	607 (700-1)	620-1¾	760-2½	1500-3

**ELEV 13**

**SEALANES:**  
8W-26W 5000 X 300  
4W-22W 3000 X 150

**FAF to MAP 4 NM**

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

▼

Cat. A, B, C circling not authorized northwest of airport between Rwy 8L-26R and 4L- 22R; Cat. D circling not authorized north of Rwy 8L-26R.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via HNL R-171 to ALANA Int/HNL 13.9 DME and hold.

ATIS	HCF APPROACH	HONOLULU TOWER	GND CON	CLNC DEL	RAMP CONTROL
127.9 251.15	118.3 269.0	118.1 257.8	121.9 348.6	121.4 281.4	121.8

The main diagram illustrates the ILS RWY 8L approach. Key features include:

- Enroute Facilities:** A 10 NM arc centered on the HNL 114.8 frequency, with a 3100 NoPT altitude.
- Localizer:** I-HNL 111.7, located 5.4 NM from the runway.
- MM (Missed Approach):** A climb to 500 feet, then a right turn to 3000 feet via HNL R-171 to ALANA Int/HNL 13.9 DME.
- Radar Coverage:** LOM/IAF EWABE 242 HN, HNL 6.7 RADAR, and SELIC HNL 15.5 RADAR.
- Altitudes:** Various MSL altitudes are marked, including 3127, 3098, 2586, 2300, 208±, 1994, 170, 163, 150, 140, 130, 120, 110, 100, 90, 80, 70, 60, 50, 40, 30, 20, 10, 0.
- Navigation Aids:** (IAF) BOOKE LIH 58 RADAR, (IAF) ALANA HNL 13.9, and (IAF) 22L.

The MSA HN 25 NM diagram shows altitudes and bearings for the Honolulu area. Key features include:

- Altitudes:** 5200, 4200, 3800, 3600, 3400, 3200, 3000, 2800, 2600, 2400, 2200, 2000, 1800, 1600, 1400, 1200, 1000, 800, 600, 400, 200, 0.
- Bearings:** 090°, 180°, 270°, 360°.

ELEV	13
SEALANES:	8W-26W 5000 X 300 4W-22W 3000 X 150

The diagram shows the TDZE (13) and SEA LANES for the ILS RWY 8L approach. Key features include:

- TDZE:** 13.
- SEA LANES:** 8W-26W 5000 X 300, 4W-22W 3000 X 150.
- MRL Rwy 4L-22R:** 079° 5.9 NM from FAF.

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

The diagram shows the final approach segment for ILS RWY 8L. Key features include:

- Altitudes:** 3600, 3100, 2300, 1994, 170, 163, 150, 140, 130, 120, 110, 100, 90, 80, 70, 60, 50, 40, 30, 20, 10, 0.
- Distances:** 5.4 NM, 0.5 NM.
- Navigation Aids:** LOM HNL 6.7/RADAR, HNL R-171 114.8, ALANA.

CATEGORY	A	B	C	D
S-ILS 8L	213-1/2	200 (200-1/2)		
S-LOC 8L	460-1/2	447 (500-1/2)	460-3/4 447 (500-3/4)	460-1 447 (500-1)
CIRCLING	620-1	607 (700-1)	620-1 3/4 607 (700-1 3/4)	760-2 1/2 747 (800-2 1/2)

PAC. 17 DEC 2009 to 11 FEB 2010

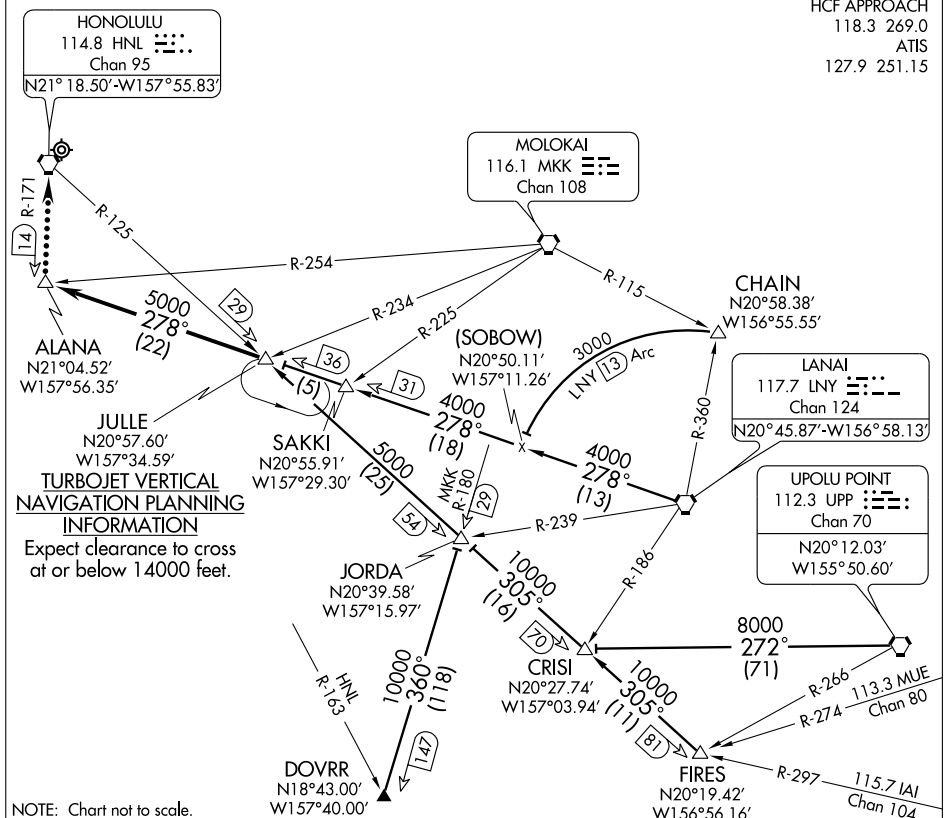
## JULLE FOUR ARRIVAL (JULLE.JULLE4)

HCF APPROACH

118.3 269.0

ATIS

127.9 251.15



CHAIN TRANSITION (CHAIN.JULLE4): From over CHAIN INT via LNY 13 DME Arc to intercept LNY R-278 to JULLE INT. Thence....

DOVRR TRANSITION (DOVRR.JULLE4): From over DOVRR INT via MKK R-180 to JORDA INT, thence via HNL R-125 to JULLE INT. Thence....

FIRES TRANSITION (FIRES.JULLE4): From over FIRES INT via HNL R-125 to JULLE INT. Thence....

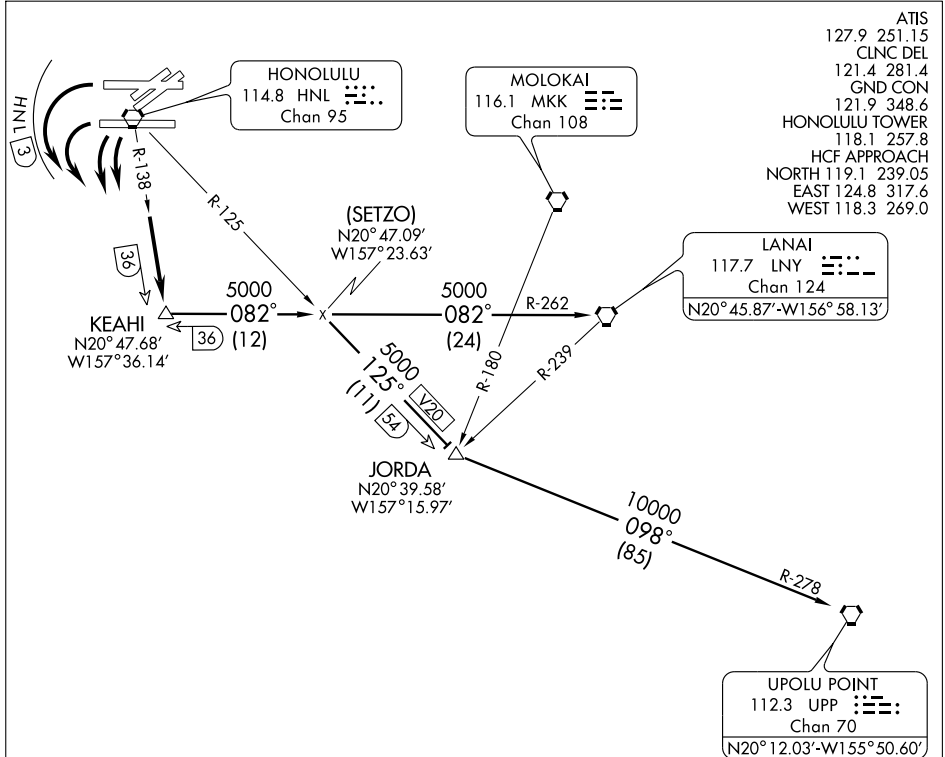
LANAI TRANSITION (LNY.JULLE4): From over LNY VORTAC via LNY R-278 to JULLE INT. Thence....

UPOLO TRANSITION (UPP.JULLE4): From over UPP VORTAC via UPP R-272 and HNL R-125 to JULLE INT. Thence....

....From over JULLE INT via LNY R-278 to ALANA INT. Expect vectors to final approach course.

LOST COMMUNICATIONS: After ALANA INT via HNL R-171 to HNL VORTAC maintain 4000 feet.

## KEAHI THREE DEPARTURE (KEAHI3.KEAHI)

HONOLULU INTL (HNL) (PHNL)  
HONOLULU, HAWAII

NOTE: Departures from Runways 26L/R must complete left turn to assigned heading within 2 NM of runway departure end (HNL 3 DME).

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAYS 22/26 ONLY:** Turn left to heading assigned by tower, expect radar vectors to intercept HNL R-138; then via HNL R-138 to KEAHI INT, maintain 5000'; then via (transition). Expect clearance to enroute altitude/flight level at JORDA INT or LNY VORTAC.

**JORDA TRANSITION (KEAHI3.JORDA):** From over KEAHI INT via LNY R-262 and HNL R-125 to JORDA INT.

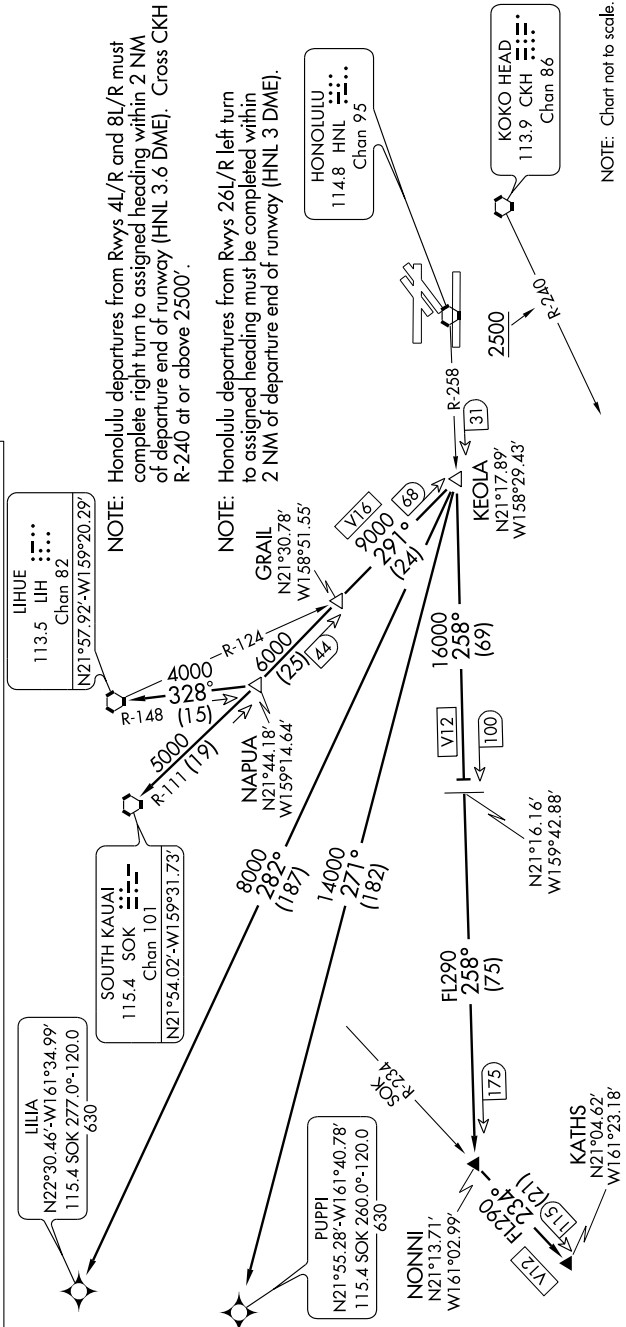
**LANAI TRANSITION (KEAHI3.LNY):** From over KEAHI INT via LNY R-262 to LNY VORTAC.

**UPOLU TRANSITION (KEAHI3.UPP):** From over KEAHI INT via LNY R-262 and HNL R-125 to JORDA INT, thence via UPP R-278 to UPP VORTAC.

HONOLULU, HAWAII






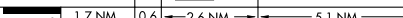
SOUTH KAUAI TRANSITION (KEOLA2.SOK): Via SOK R-111 to SOK VORTAC.



NOTE: Chart not to scale.

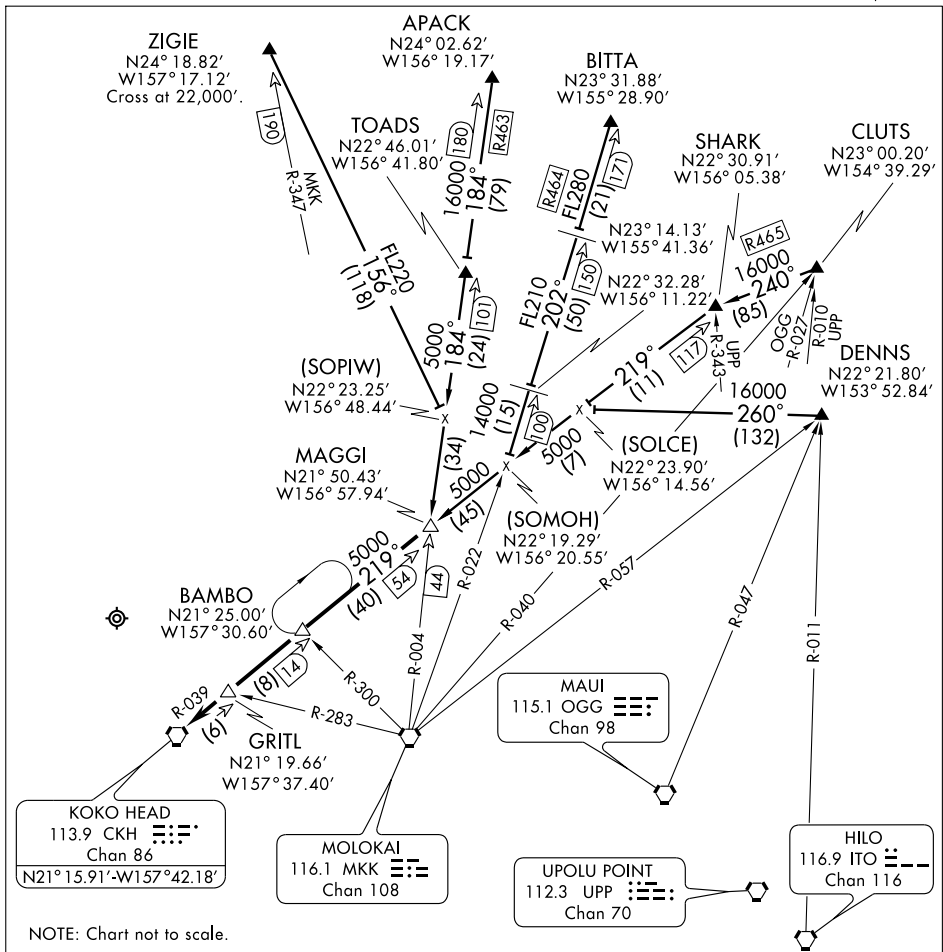
**MISSED APPROACH:** Climbing left turn to 3000 via HNL R-171 to ALANA Int/HNL 13.9 DME and hold.

MIRL Rwy 4L-22R  
 REIL Rwys 4L, 8R, 22L, 22R and 26R  
 HIRL Rwys 4R-22L, 8L-26R and 8R-26L

<div>3000</div> <div></div> <div>HNL R-171 114.8</div>		<div>ALANA</div> <div></div>	<div>SECL</div> <div>I-EPC 10.5</div> <div>3000</div> <div>Procedure Turn NA</div>		
<div>Use I-EPC DME when on localizer course.</div>		<div></div> <div>I-EPC 2.8</div> <div>I-EPC 2.2</div> <div>620</div> <div>1500</div> <div>304°</div>	<div>I-EPC 5.4</div>		
<div></div> <div>1.7 NM</div> <div>0.6</div> <div>2.6 NM</div> <div>5.1 NM</div>					
CATEGORY	A	B	C	D	E
S-26L	560-2 550 (600-2)				
CIRCLING	620-2 607 (700-2)		760-2½ 747 (800-2½)	1500-3 1487 (1500-3)	

## MAGGI THREE ARRIVAL (MAGGI.MAGGI3)

HONOLULU, HAWAII



## ARRIVAL DESCRIPTION

**APACK TRANSITION (APACK.MAGGI3):** From over APACK DME via MKK R-004 to MAGGI INT. Thence....

**BITTA TRANSITION (BITTA.MAGGI3):** From over BITTA DME via MKK R-022 to intercept CKH R-039 to MAGGI INT. Thence....

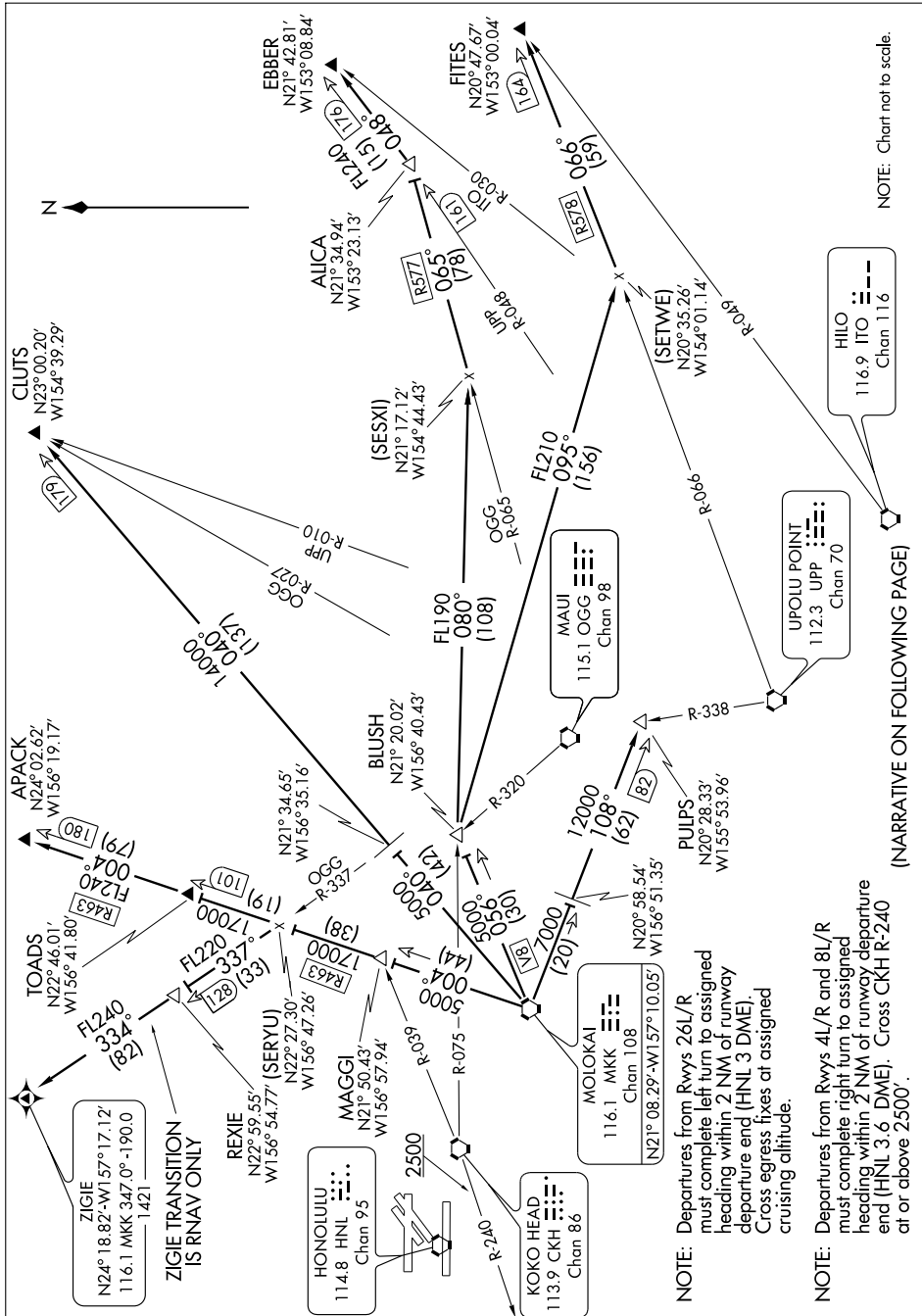
**CLUTS TRANSITION (CLUTS.MAGGI3):** From over CLUTS DME via heading 240° to intercept CKH R-039 to MAGGI INT. Thence....

**DENNS TRANSITION (DENNS.MAGGI3):** From over DENNS INT via heading 260° to intercept CKH R-039 to MAGGI INT. Thence....

**ZIGIE TRANSITION (ZIGIE.MAGGI3):** From over ZIGIE DME via heading 156° to intercept MKK R-004 to MAGGI INT. Thence....

....From over MAGGI INT via CKH R-039 to CKH VORTAC then radar vectors for approach to airport.

## MOLOKAI FOUR DEPARTURE (MKK4.MKK)

HONOLULU INTL (HNL) (PHNL)  
HONOLULU, HAWAII

## MOLOKAI FOUR DEPARTURE (MKK4.MKK)



## DEPARTURE ROUTE DESCRIPTION

Turn right/left to heading as assigned by Tower, expect vectors to MKK VORTAC, maintain 5000'; then via (transition). Expect clearance to enroute altitude/flight level at MKK VORTAC. Cross egress fixes ZIGIE, APACK, CLUTS, EBBER, and FITES at assigned cruising altitude, unless otherwise advised by ATC.

APACK TRANSITION (MKK4.APACK): From over MKK VORTAC via MKK R-004 to APACK INT.

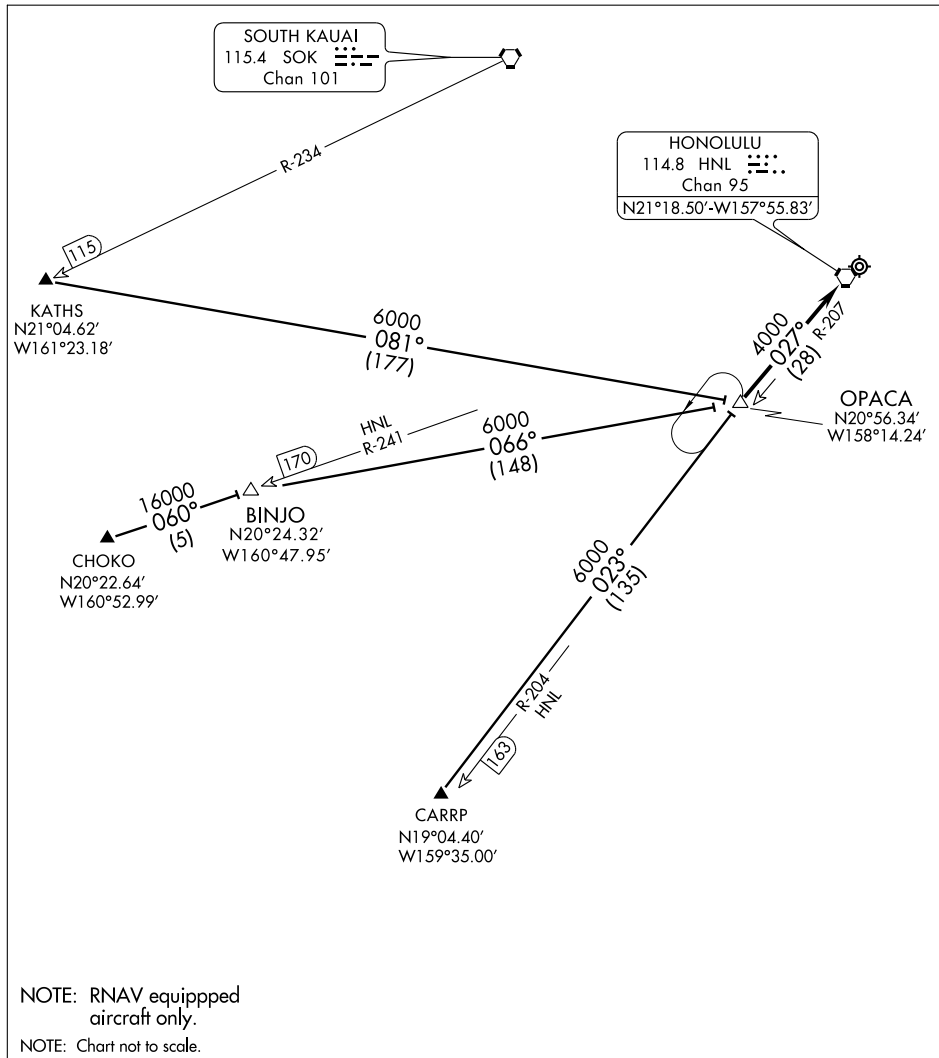
CLUTS TRANSITION (MKK4.CLUTS): From over MKK VORTAC via MKK R-040 to CLUTS INT.

EBBER TRANSITION (MKK4.EBBER): From over MKK VORTAC via MKK R-056 to BLUSH INT then via 080° heading and R577 to EBBER INT.

FITES TRANSITION (MKK4.FITES): From over MKK VORTAC via MKK R-056 to BLUSH INT then via 095° heading and R578 to FITES INT.

PULPS TRANSITION (MKK4.PULPS): From over MKK VORTAC via MKK R-108 to PULPS INT.

ZIGIE TRANSITION (MKK4.ZIGIE): From over MKK VORTAC via MKK R-004 to intercept and proceed via OGG R-337 to REXIE DME. Then via RNAV heading 334° to ZIGIE WP.



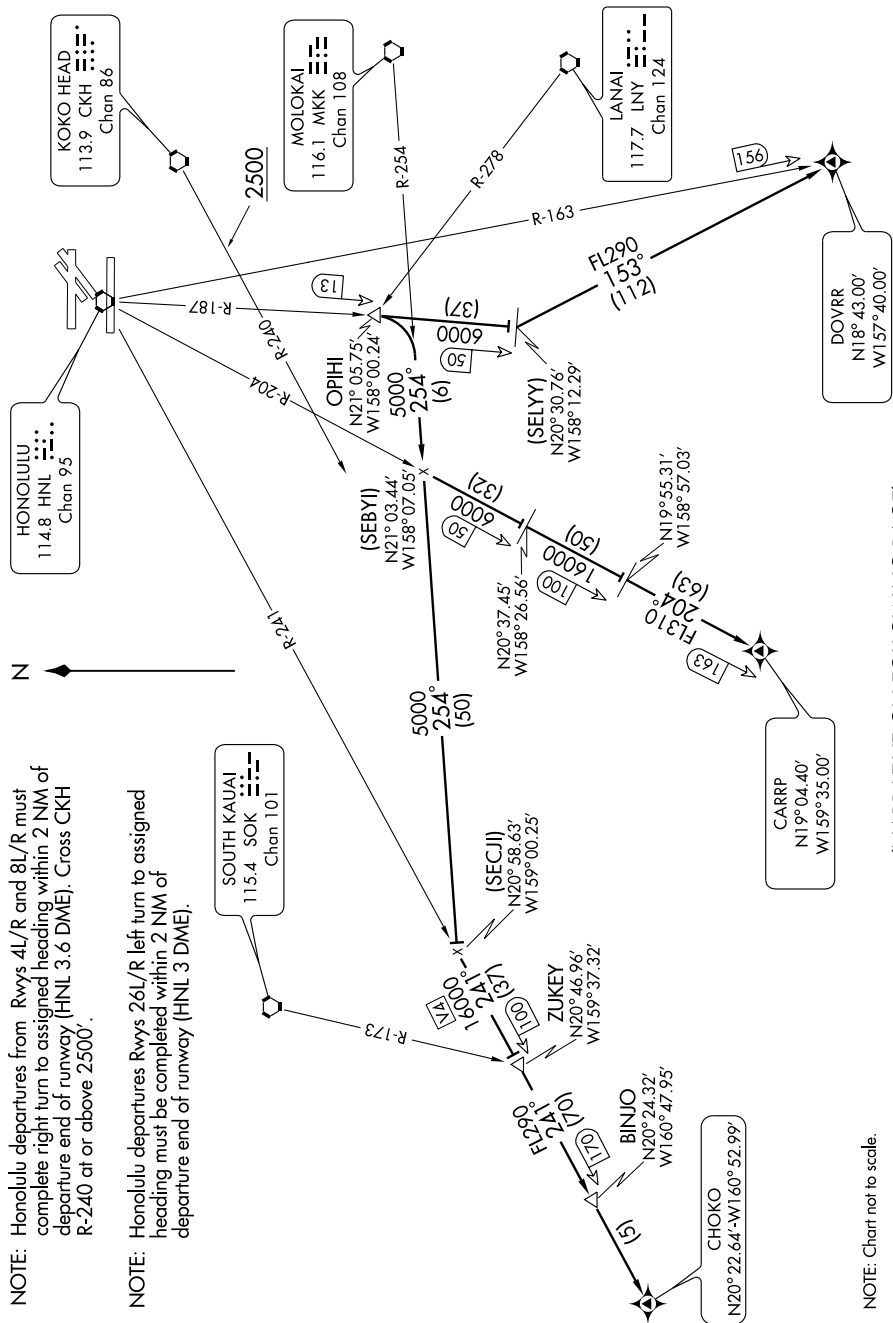
### ARRIVAL DESCRIPTION

**CARRP TRANSITION (CARRP.OPACA4):** From over CARRP WP, RNAV direct to OPACA DME. Thence....

**CHOKO TRANSITION (CHOKO.OPACA4):** From over CHOKO WP, RNAV direct to BINJO DME, then direct to OPACA DME. Thence....

**KATHS TRANSITION (KATHS.OPACA4):** From over KATHS WP, RNAV direct to OPACA DME. Thence....

....From over OPACA DME via HNL R-207 to HNL VORTAC, expect radar vectors to final approach course.



(NARRATIVE ON FOLLOWING PAGE)

## OPIHI TWO DEPARTURE (OPIHI2.OPIHI)



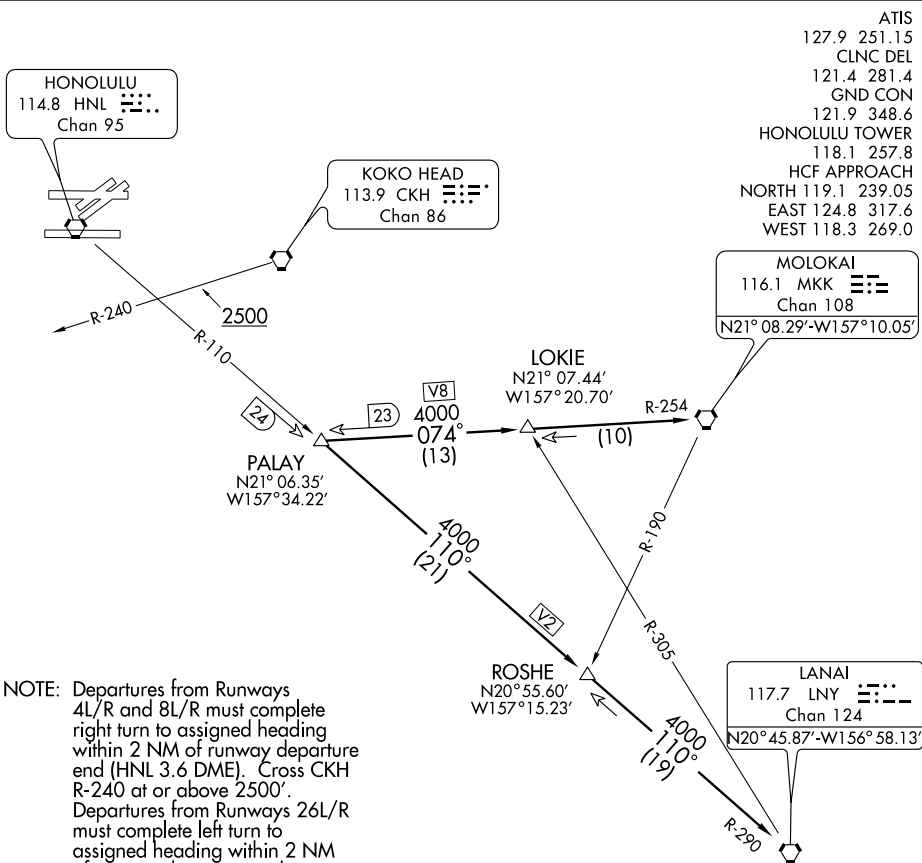
## DEPARTURE ROUTE DESCRIPTION

Turn right/left to heading assigned by tower, expect vectors to OPIHI INT, maintain 5000'; then via (transition). Expect clearance to enroute altitude/flight level at OPIHI INT.

CARRP TRANSITION (OPIHI2.CARRP): From over OPIHI INT via right turn to intercept MKK R-254 to HNL R-204, then via HNL R-204 to HNL 100 DME, then via course 204° to CARRP WP.

CHOKO TRANSITION (OPIHI2.CHOKO): From over OPIHI INT via right turn to intercept MKK R-254 to HNL R-241 to BINJO DME, then via course 241° to CHOKO WP.

DOVRR TRANSITION (OPIHI2.DOVRR): From over OPIHI INT via HNL R-187 to HNL 50 DME, then via left turn heading 153° RNAV course to DOVRR WP.



## DEPARTURE ROUTE DESCRIPTION

Turn right/left to heading as assigned by tower, expect vectors to PALAY INT, maintain 5000'; then via (transition). Expect clearance to enroute altitude/flight level at LNY VORTAC.

**LANAI TRANSITION (PALAY2.LNY):** From over PALAY INT via HNL R-110 and LNY R-290 to LNY VORTAC.

**MOLOKAI TRANSITION (PALAY2.MKK):** From over PALAY INT via MKK R-254 to MKK VORTAC.

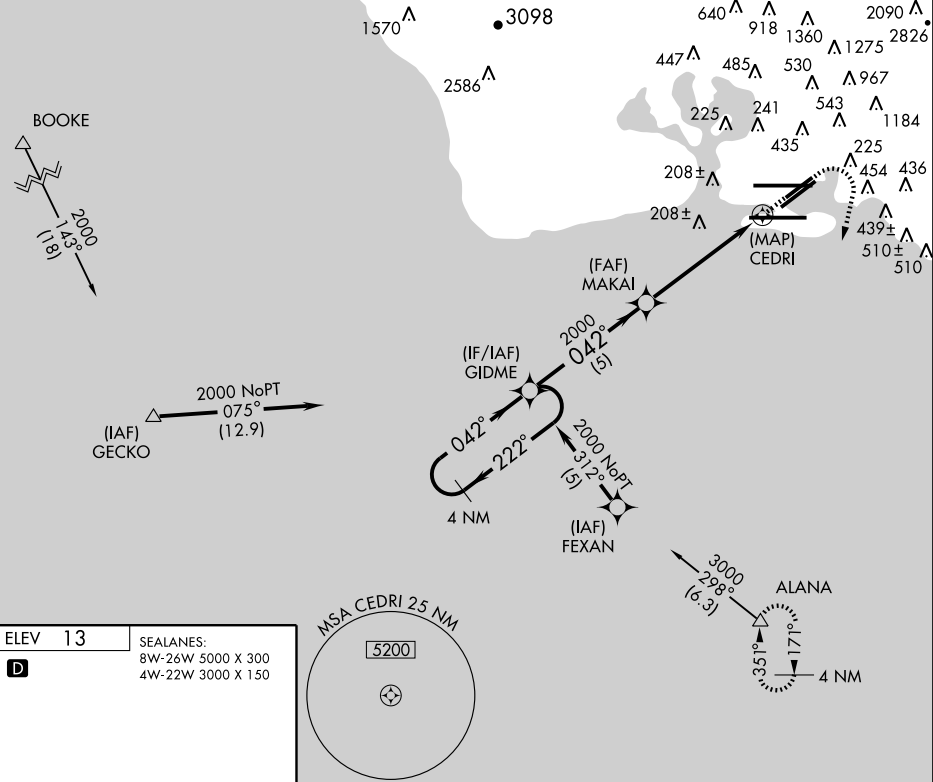
APP CRS	Rwy Idg	6398
042°	TDZE	10
	Apt Elev	13

**T** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
Cats. A, B, C circling not authorized northwest of airport between Rwy 8L-26R and 4L-22R. Cats. D, E circling not authorized north of Rwy 4L-22R.

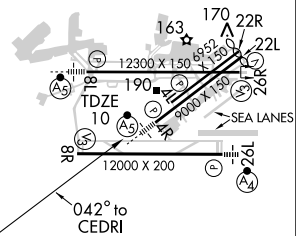
**NA**

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct to ALANA WP and hold.

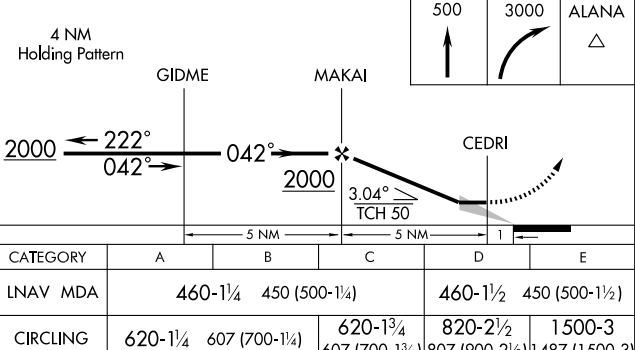
ATIS	HCF APPROACH	HONOLULU TOWER	GND CON	CLNC DEL	RAMP CONTROL
127.9 251.15	118.3 269.0	118.1 257.8	121.9 348.6	121.4 281.4	121.8



ELEV 13	SEALANES: 8W-26W 5000 X 300 4W-22W 3000 X 150
<b>D</b>	



MIRL Rwy 4L-22R  
REIL Rwys 4L, 8R, 22L, 22R and 26R  
HIRL Rwys 4R-22L, 8L-26R and 8R-26L



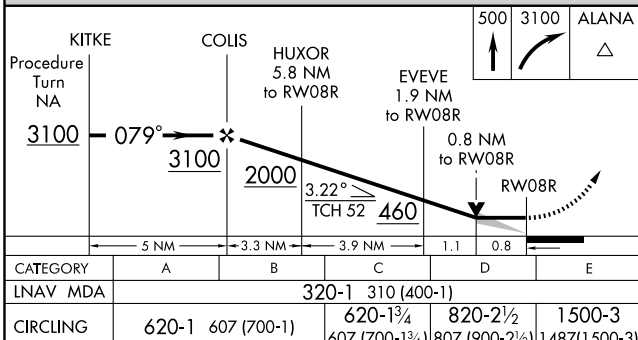
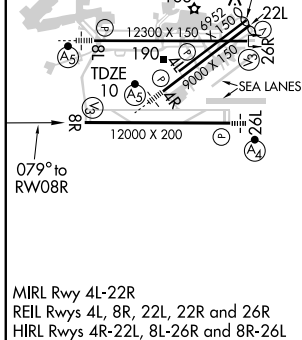
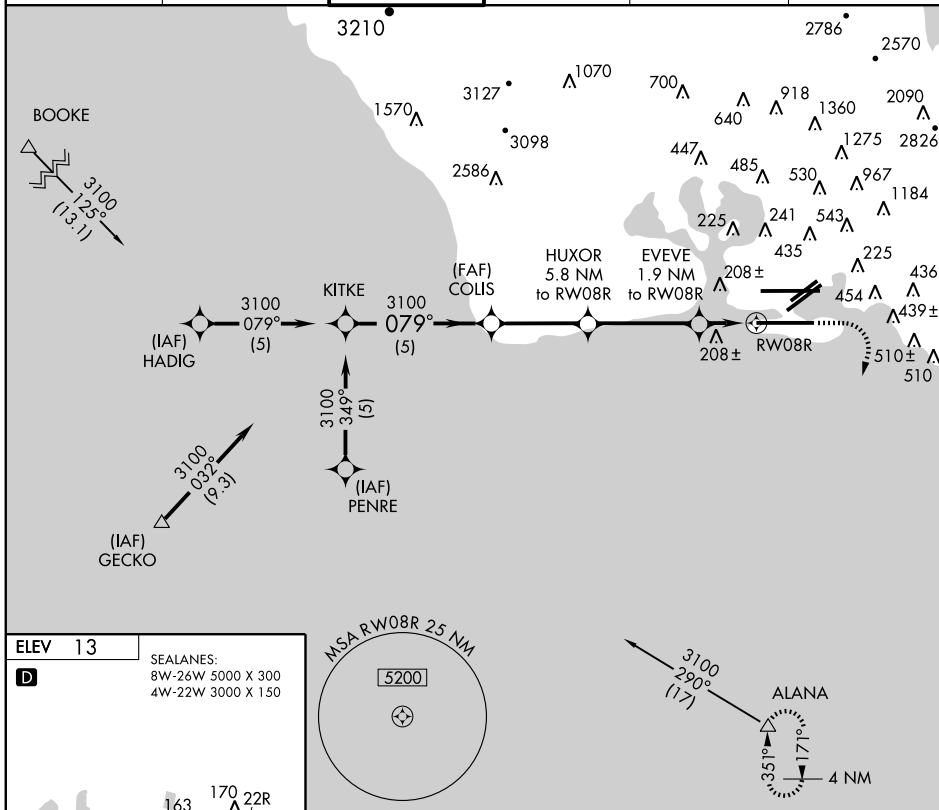
APP CRS <b>079°</b>	Rwy Idg <b>12000</b> TDZE <b>10</b> Apt Elev <b>13</b>
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RNAV (GPS) RWY 8R  
HONOLULU INTL (HNL) (PHNL)

**▼** Cat. A, B, C circling NA northwest of airport between  
**▲** NA Rwy 8L-26R and 4L-22R. Cat. D, E circling NA north  
 of Rwy 4L-22R.  
 GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 500 then climbing right turn to 3100 direct ALANA WP and hold.

ATIS 127.9 251.15	HCF APPROACH 118.3 269.0	HONOLULU TOWER 118.1 257.8	GND CON 121.9 348.6	CLNC DEL 121.4 281.4	RAMP CONTROL 121.8
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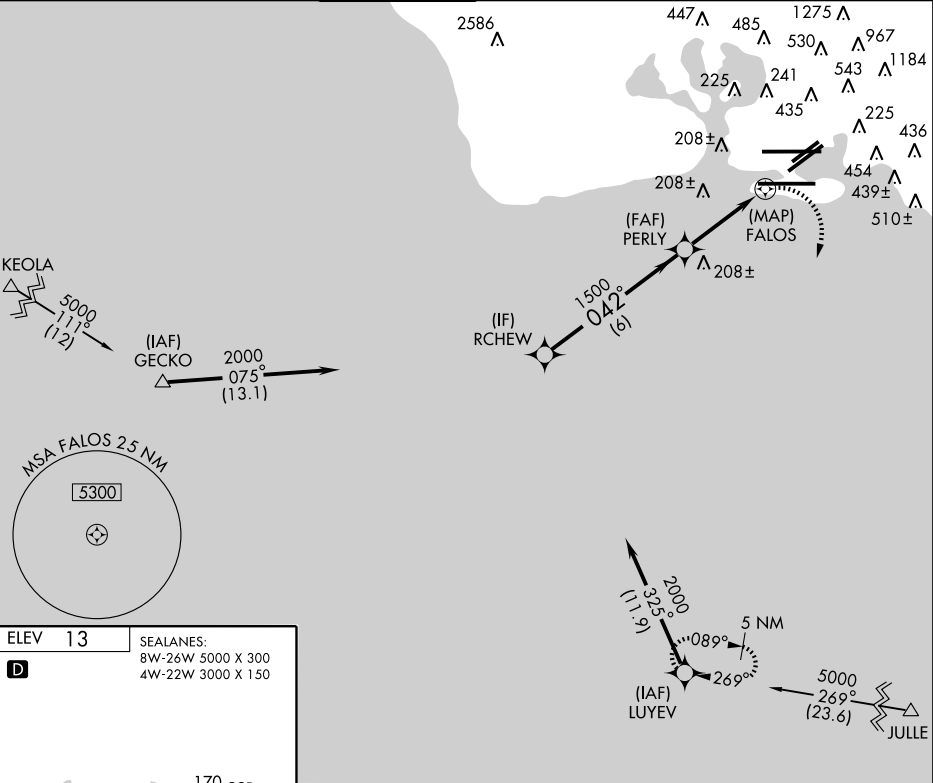
APP CRS	Rwy Idg	9000
042°	TDZE	9
	Apt Elev	13

**⚠** DME/DME RNP-0.3 NA. For inoperative MALSRL increase Cat E visibility to 1½. Cat A,B,C circling NA NW of airport between Rwys 8L-26R and 4L-22R. Cat D, E circling NA N of Rwy 8L-26R.

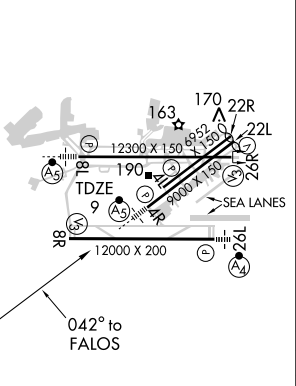
MALSRL

MISSED APPROACH: Climbing right turn to 5000 direct LUYEV and hold, continue climb-in-hold to 5000.

ATIS	HCF APPROACH	HONOLULU TOWER	GND CON	CLNC DEL	RAMP CONTROL
127.9 251.15	118.3 269.0	118.1 257.8	121.9 348.6	121.4 281.4	121.8



ELEV 13	SEALANES: 8W-26W 5000 X 300 4W-22W 3000 X 150
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MIRL Rwy 4L-22R  
REIL Rwy 4L, 8R, 22L, 22R and 26R  
HIRL Rwy 4R-22L, 8L-26R and 8R-26L

RCHEW		PERLY		FALOS	
2000		1500		1500	
Procedure Turn NA		3.04°		TCH 55	
VGSi and descent angles not coincident.		6 NM		3.5 NM	
CATEGORY	A	B	C	D	E
LNNAV MDA	460-¾ 451 (500-¾)			460-1 451 (500-1)	
CIRCLING	620-1¼ 607 (700-1¼)		620-1¾ 607 (700-1¾)		820-2½ 1500-3

APP CRS	Rwy Idg	12300
079°	TDZE	13
	Apt Elev	13

▼

DME/DME RNP-0.3 NA Cat. A, B, C circling NA northwest of airport between Rwy 8L-26R and 4L-22R. Cat. D, E circling NA north of Rwy 8L-26R.

●

MALSR

MISSED APPROACH: Climbing right turn to 3600 direct GECKO and hold.

ATIS	HCF APPROACH	HONOLULU TOWER	GND CON	CLNC DEL	RAMP CONTROL
127.9 251.15	118.3 269.0	118.1 257.8	121.9 348.6	121.4 281.4	121.8

ELEV 13	SEALANES:
	8W-26W 5000 X 300
	4W-22W 3000 X 150

MIRL Rwy 4L-22R  
REIL Rwy 4L, 8R, 22L, 22R and 26R  
HIRL Rwy 4R-22L, 8L-26R and 8R-26L

CATEGORY	A	B	C	D	E
LNNAV MDA	460-1/2	447 (500-1/2)	460-3/4 447 (500-3/4)	460-1	447 (500-1)
CIRCLING	620-1	607 (700-1)	620-1 3/4 607 (700-1 3/4)	820-2 1/2 807 (900-2 1/2)	1660-3 1647 (1700-3)

PAC. 17 DEC 2009 to 11 FEB 2010

APP CRS <b>259°</b>	Rwy Idg <b>12000</b> TDZE <b>10</b> Apt Elev <b>13</b>
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RNAV (RNP) RWY 26L  
HONOLULU INTL (HNL)(PHNL)

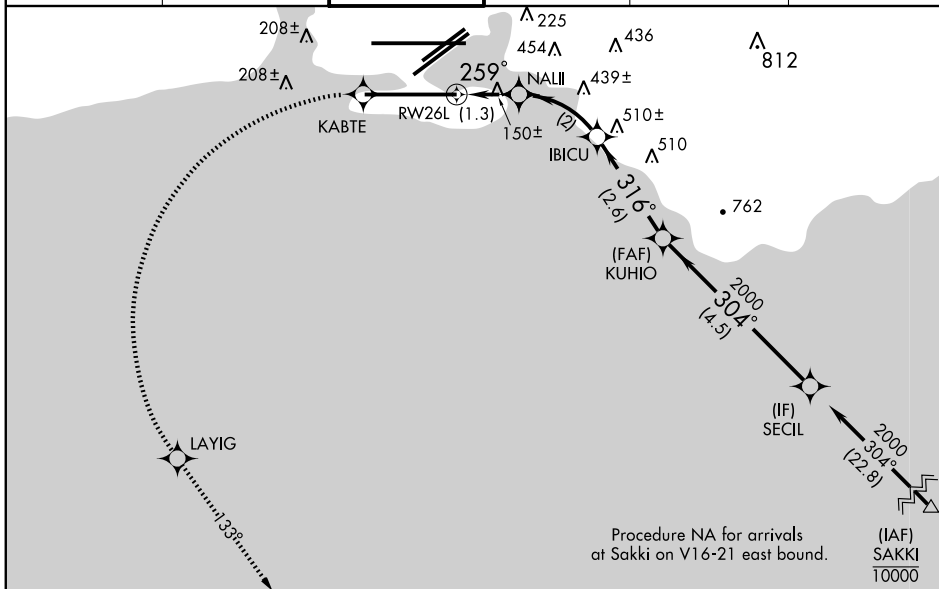
**T** RF and GPS REQUIRED. For uncompensated Baro-VNAV systems, procedure NA below 15°C (58°F) or above 49°C (121°F).  
**A** NA For inoperative MALSF, increase RNP 0.15 visibility to 1 all Cats.  
 \* Missed approach requires a minimum climb of 234' per NM to 300.

MALSF



**MISSED APPROACH:** Climb to 3000 via 259° track to KABTE, left turn via 4.9 radius to LAYIG, 133° track to ALANA and hold.

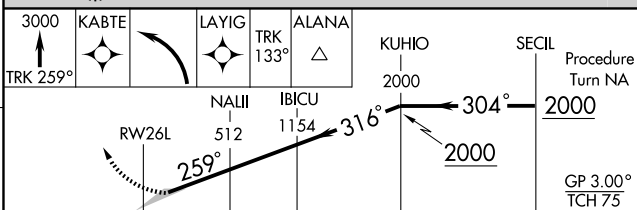
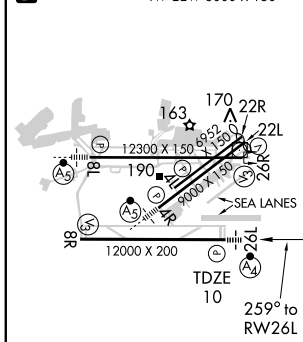
ATIS 127.9 251.15	HCF APPROACH 118.3 269.0	HONOLULU TOWER 118.1 257.8	GND CON 121.9 348.6	CLNC DEL 121.4 281.4	RAMP CONTROL 121.8
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Procedure NA for arrivals  
at Sakki on V16-21 east bound.

(IAF)  
SAKKI  
10000

ELEV 13	SEALANES: 8W-26W 5000 X 300 4W-22W 3000 X 150
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	1.3 NM	2 NM	2.6 NM	4.5 NM	
CATEGORY	A	B	C	D	
RNP 0.15 DA*	260-1½ 250 (300-1½)				

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

MIRL Rwy 4L-22R  
REIL Rwys 4L, 8R, 22L, 22R and 26R  
HIRL Rwys 4R-22L, 8L-26R and 8R-26L

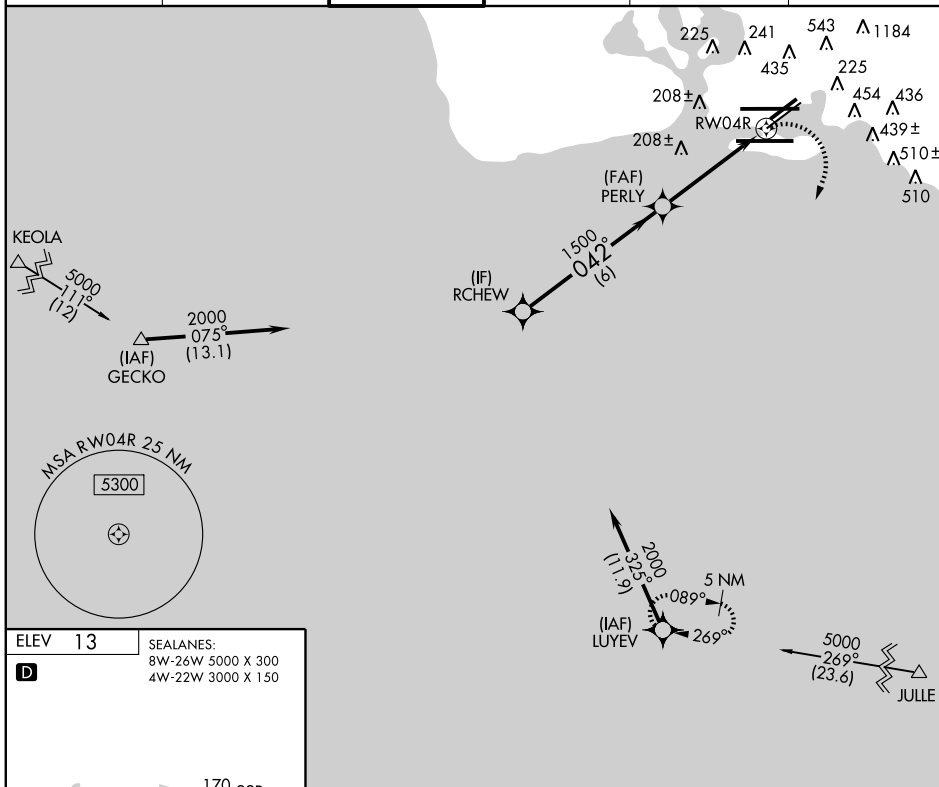
APP CRS	Rwy Idg	<b>9000</b>
<b>042°</b>	TDZE	<b>9</b>
	Apt Elev	<b>13</b>

# RNAV (RNP) Z RWY 4R

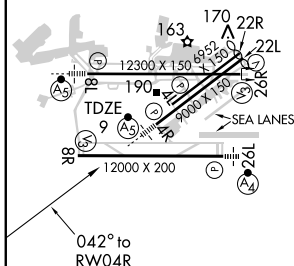
## HONOLULU INTL (HNL) (PHNL)

<b>T</b> <b>NA</b>	GPS Required. For uncompensated Baro-VNAV systems, procedure NA below 16°C (60°F) or above 48°C (119°F). For inoperative MALSR, increase RNP 0.30 visibility to 2¼.	MALSR 	MISSED APPROACH: Climbing right turn to 5000 direct LUYEV and hold.
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

ATIS <b>127.9 251.15</b>	HCF APPROACH <b>118.3 269.0</b>	<b>HONOLULU TOWER</b> <b>118.1 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.4 281.4</b>	RAMP CONTROL <b>121.8</b>
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ELEV	<b>13</b>	SEALANES:
<b>D</b>		8W-26W 5000 X 300
		4W-22W 3000 X 150




MIRL Rwy 4L-22R  
 REIL Rwy 4L, 8R, 22L, 22R and 26R  
 HIRL Rwy 4R-22L, 8L-26R and 8R-26L

<div><div>RCHEW</div><div>PERLY</div><div>RW04R</div></div>					<div><div>5000</div><div></div></div>	<div><div>LUYEV</div><div></div></div>
<div><div>2000</div><div>1500</div><div>042°</div><div>1500</div></div>						
<div><div>Procedure Turn NA</div><div>GP 3.00°</div><div>TCH 55</div></div>						
<div><div>6 NM</div><div>4.5 NM</div></div>						
CATEGORY	A	B	C	D		
RNP 0.30 DA	658-1¾ 649 (700-1¾)					

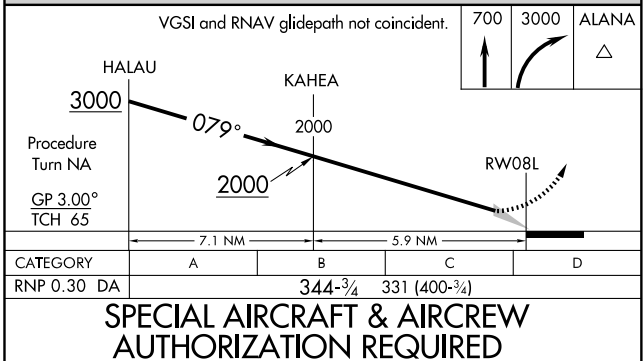
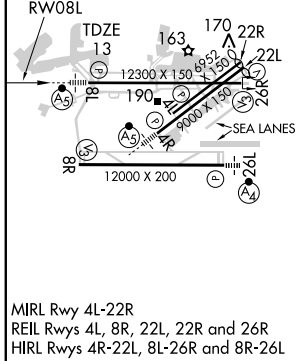
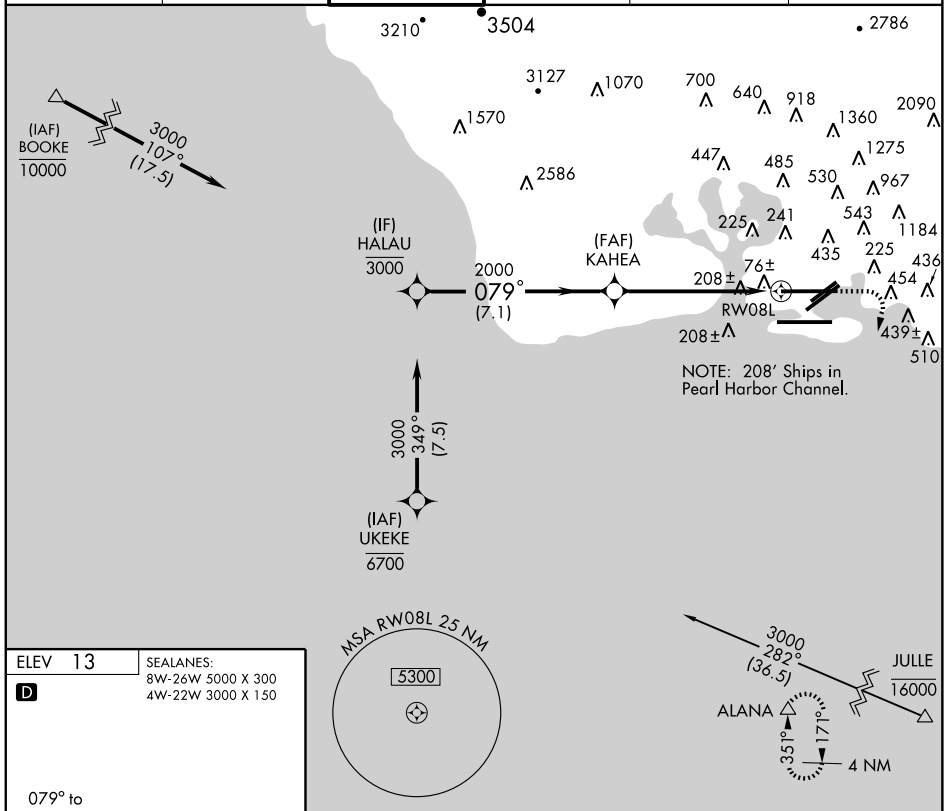
### SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	<b>12300</b>
<b>079°</b>	TDZE	<b>13</b>
	Apt Elev	<b>13</b>

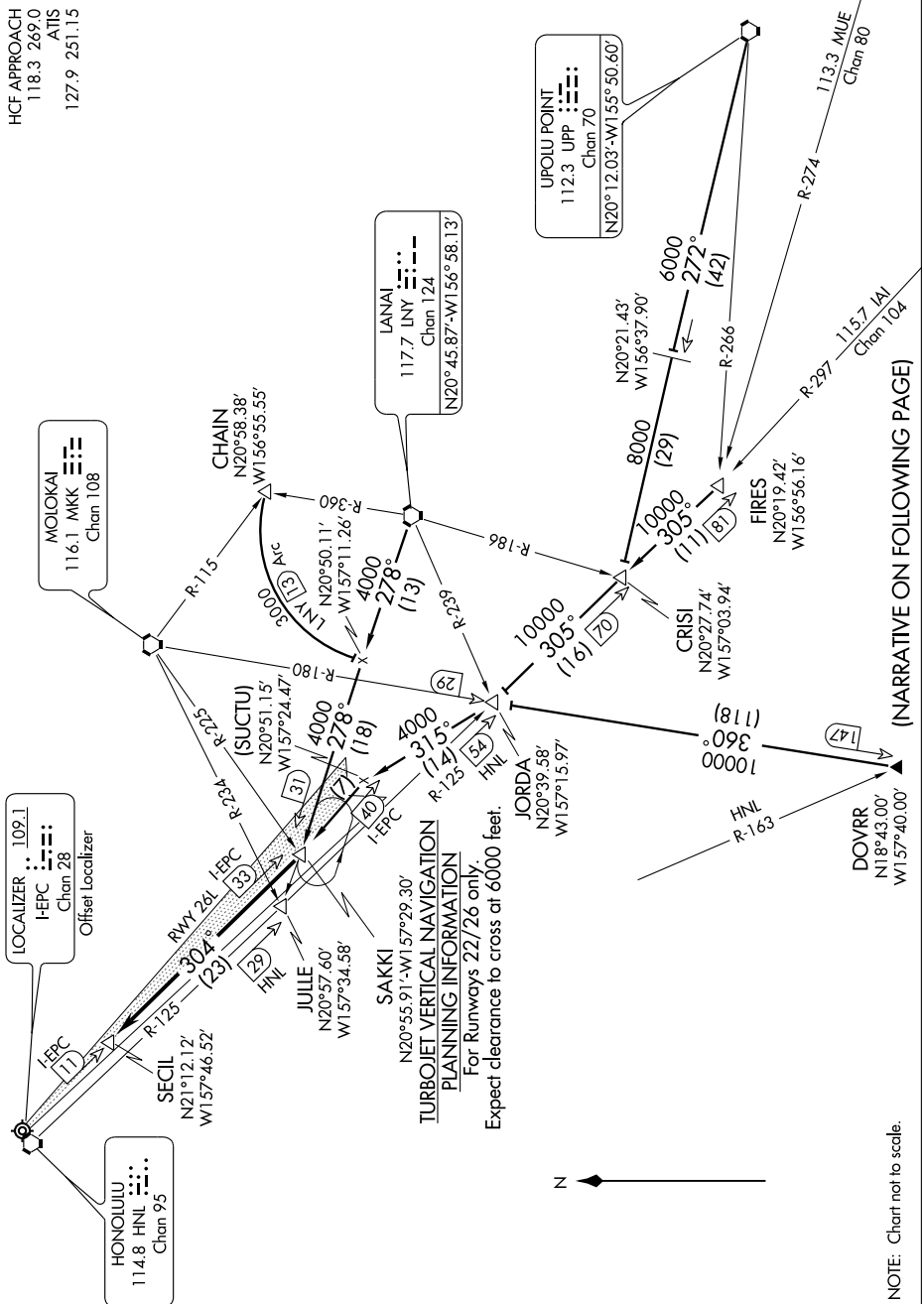
# RNAV (RNP) Z RWY 8L HONOLULU INTL (HNL) (PHNL)

<b>GPS REQUIRED.</b> For uncompensated Baro-VNAV systems, procedure NA below 15°C (58°F) or above 49°C (121°F). For inoperative MALSR increase RNP 0.30 visibility to 1¼ all Cats.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 700 then climbing right turn to 3000 direct ALANA and hold.
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<b>ATIS</b> <b>127.9 251.15</b>	<b>HCF APPROACH</b> <b>118.3 269.0</b>	<b>HONOLULU TOWER</b> <b>118.1 257.8</b>	<b>GND CON</b> <b>121.9 348.6</b>	<b>CLNC DEL</b> <b>121.4 281.4</b>	<b>RAMP CONTROL</b> <b>121.8</b>
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## SAKKI FOUR ARRIVAL (SAKKI.SAKKI4)

HONOLULU INTL (HNL) (PHNL)  
HONOLULU, HAWAIIHCF APPROACH  
118.3 269.0  
ATIS  
127.9 251.15

**SAKKI FOUR ARRIVAL (SAKKI.SAKKI4)****ARRIVAL DESCRIPTION**

CHAIN TRANSITION (CHAIN.SAKKI4): From over CHAIN INT via LNY 13 DME Arc to intercept LNY R-278 to SAKKI INT. Thence....

DOVRR TRANSITION (DOVRR.SAKKI4): From over DOVRR INT via MKK R-180 to JORDA INT, left turn heading 315° to join I-EPC LDA course at 40 DME to SAKKI INT. Thence....

FIRES TRANSITION (FIRES.SAKKI4): From over FIRES INT via HNL R-125 to JORDA INT, right turn heading 315° to join I-EPC LDA course at 40 DME to SAKKI INT. Thence....

LANAI TRANSITION (LNY.SAKKI4): From over LNY VORTAC via LNY R-278 to SAKKI INT. Thence....

UPOLU TRANSITION (UPP.SAKKI4): From over UPP VORTAC via UPP R-272 and HNL R-125 to JORDA INT, right turn heading 315° to join I-EPC LDA course at 40 DME to SAKKI INT. Thence....

....For Runways 22/26 only: From over SAKKI INT via the LDA/DME Runway 26L course to SECIL DME.

VOR/DME or TACAN or GPS-B  
HONOLULU INTL (HNL)(PHNL)

**MISSED APPROACH:** Climbing right turn to 3000 via HNL R-171 to ALANA/HNL 13.9 DME and hold.

**ELEV 13**

**D**

**SEALANES:**  
 8W-26W 5000 X 300  
 4W-22W 3000 X 150

163 170 22R 22L 26K 26L

12300 X 150 9000 X 150 12000 X 200

SEALANES

037° to VORTAC

MIRL Rwy 4L-22R  
REIL Rwy 4L, 8R, 22L, 22R and 26R  
HIRL Rwy 4R-22L, 8L-26R and 8R-26L

VORTAC HNL <b>114.8</b> Chan <b>95</b>	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev <b>13</b>	N/A N/A <b>13</b>
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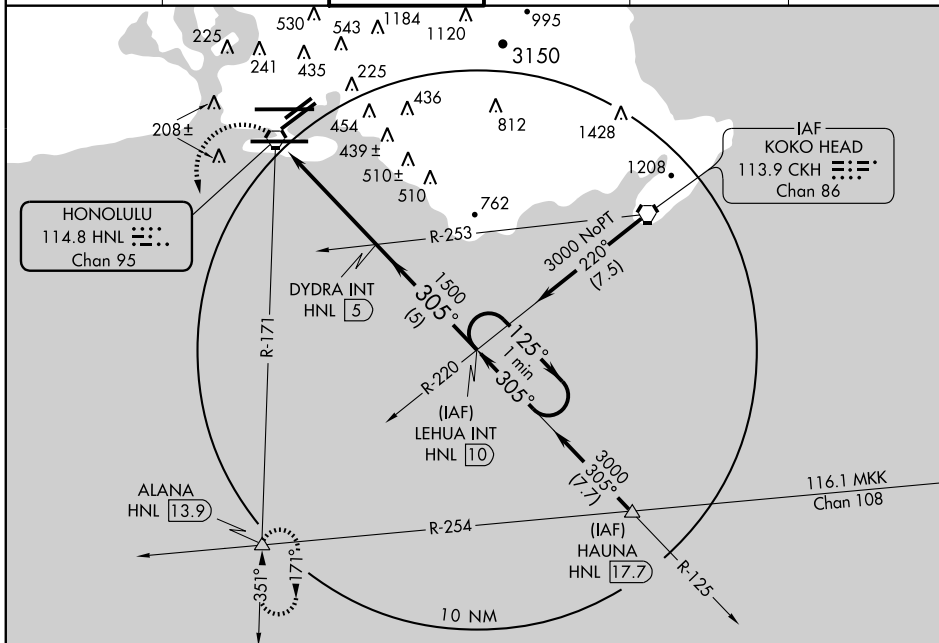
# VOR or TACAN or GPS-A

## HONOLULU INTL (HNL)(PHNL)

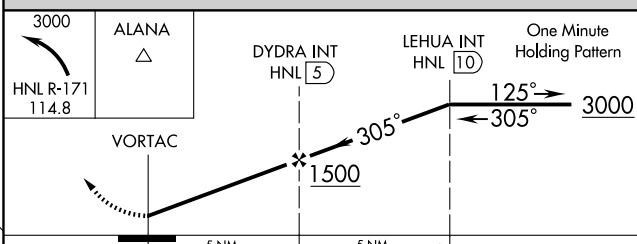
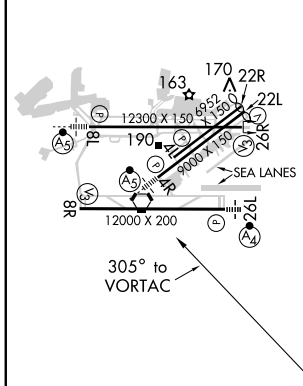
**⚠** Cat. A, B, C circling not authorized northwest of airport between Rwy 8L-26R and 4L-22R; Cat. D, E circling not authorized north of Rwy 8L-26R.

MISSED APPROACH: Climbing left turn to 3000 via HNL R-171 to ALANA Int/HNL 13.9 DME and hold.

ATIS	HCF APPROACH	HONOLULU TOWER	GND CON	CLNC DEL	RAMP CONTROL
<b>127.9 251.15</b>	<b>118.3 269.0</b>	<b>118.1 257.8</b>	<b>121.9 348.6</b>	<b>121.4 281.4</b>	<b>121.8</b>





ELEV <b>13</b>	SEALANES: 8W-26W 5000 X 300 4W-22W 3000 X 150
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MIRL Rwy 4L-22R REIL Rwy 4L, 8R, 22L, 22R and 26R HIRL Rwy 4R-22L, 8L-26R and 8R-26L	CATEGORY	A	B	C	D	E
	CIRCLING	620-1	607 (700-1)	620-1 $\frac{3}{4}$ 607 (700-1 $\frac{3}{4}$ )	760-2 $\frac{1}{2}$ 747 (800-2 $\frac{1}{2}$ )	1500-3 1487 (1500-3)

VORTAC HNL <b>114.8</b> Chan <b>95</b>	APP CRS <b>018°</b>	Rwy Idg <b>9000</b> TDZE <b>9</b> Apt Elev <b>13</b>
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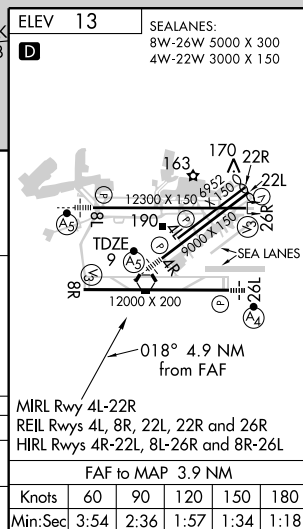
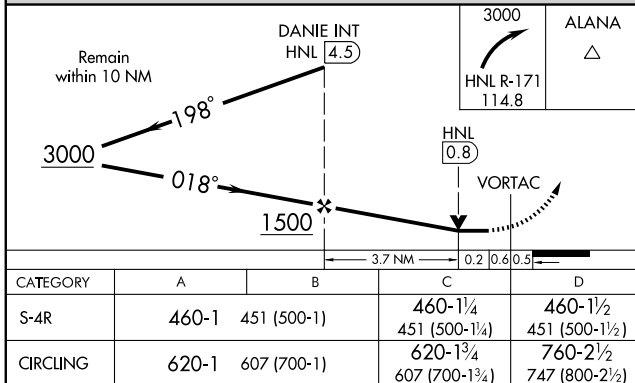
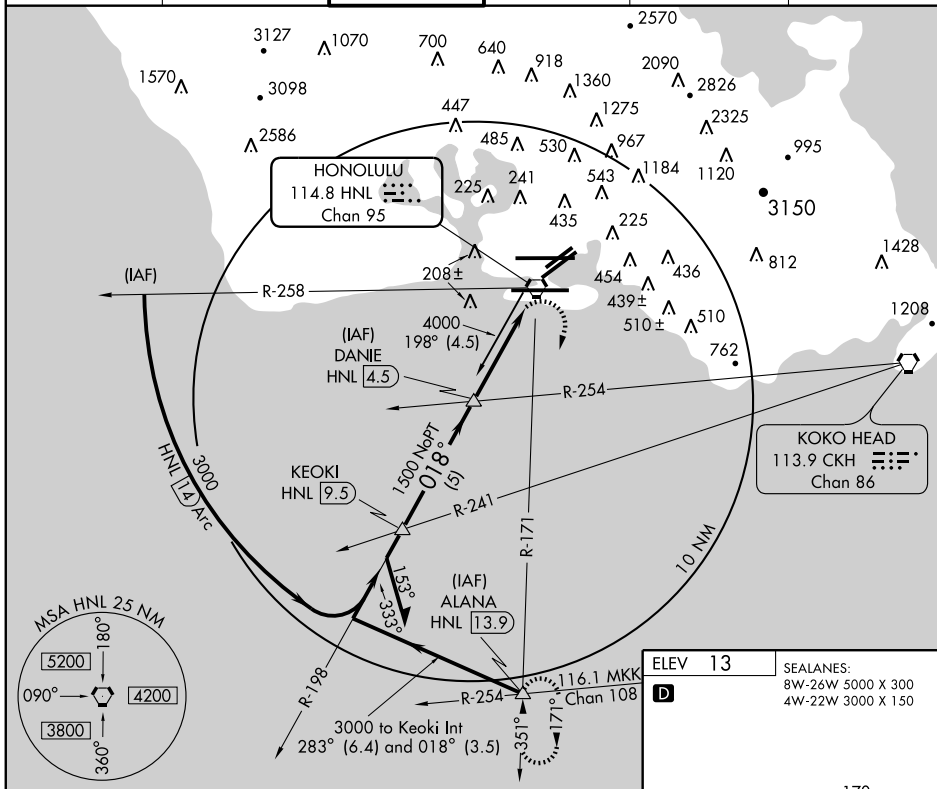
VOR or TACAN RWY 4R  
HONOLULU INTL (HNL) (PHNL)

 Cat. A, B, C circling not authorized northwest of airport between  
 Rws 8L-26R and 4L-22R. Cat. D circling not authorized north  
 of Rwy 8L-26R. Inoperative table does not apply.

MALSR  
A5

**MISSED APPROACH:** Climbing right turn to 3000 via HNL R-171 to ALANA Int/HNL 13.9 DME and hold.

ATIS 127.9 251.15	HCF APPROACH 118.3 269.0	HONOLULU TOWER 118.1 257.8	GND CON 121.9 348.6	CLNC DEL 121.4 281.4	RAMP CONTROL 121.8
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# AIRPORT DIAGRAM

AL-762 (FAA)

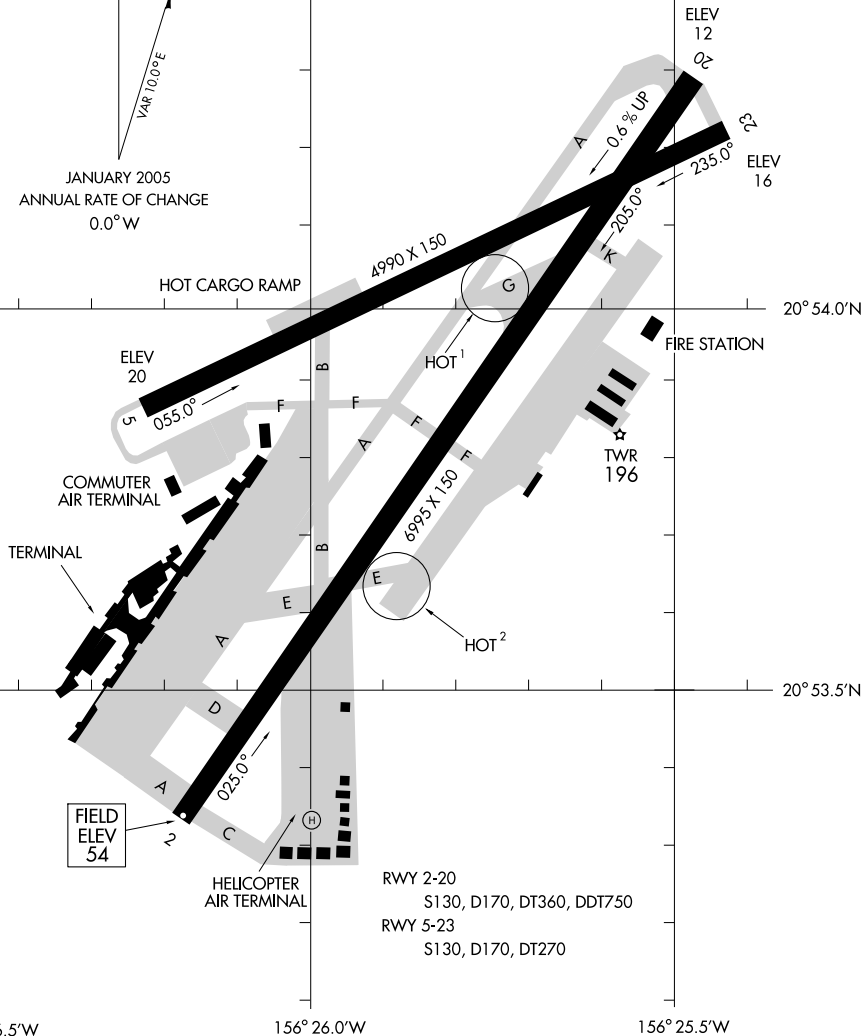
KAHULUI (OGG)(PHOG)  
KAHULUI, HAWAII

ATIS  
128.6  
MAUI TOWER ★  
118.7 279.6  
GND CON  
121.9 279.6  
CLNC DEL  
120.6 290.5

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° W



PAC. 17 DEC 2009 to 11 FEB 2010

## BARBY ONE DEPARTURE

ATIS 128.6  
CLNC DEL  
120.6 290.5  
GND CON  
121.9 279.6  
MAUI TOWER ★  
118.7 (CTAF) 279.6  
MAUI DEP CON  
NORTH 120.2 322.4  
SOUTH 119.5 225.4  
HCF APPROACH  
NORTH 120.2 322.4  
SOUTH 119.5 225.4

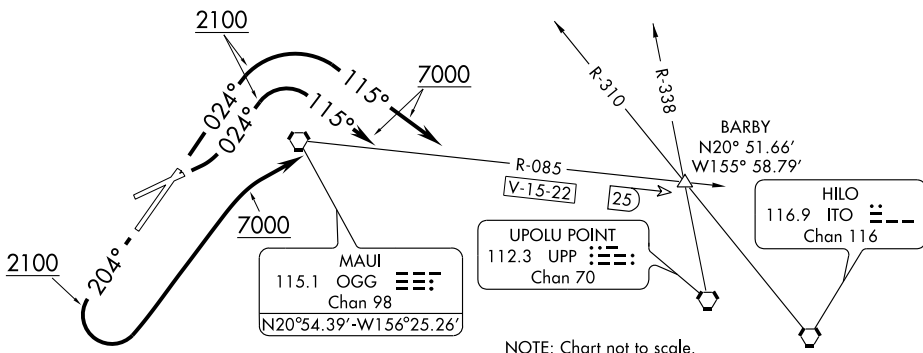
TAKE-OFF MINIMUMS:

Rwy 23: NA Obstacle and ATC.

Rwy 2: Standard with ATC climb of 480 feet per NM to 2200.

Rwy 5: Standard with ATC climb of 480 feet per NM to 2900.

Rwy 20: Standard with minimum climb of 480 feet per NM to 2100.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 024° to 2100 then climbing right turn to 7000 via heading 115° to intercept OGG VORTAC R-085 (V15-22) to BARBY INT/OGG 25 DME.

TAKEOFF RUNWAY 5: Climbing left turn heading 024° to 2100 then climbing right turn to 7000 via heading 115° to intercept OGG VORTAC R-085 (V15-22) to BARBY INT/OGG 25 DME.

TAKEOFF RUNWAY 20: Climb heading 204° to 2100 then climbing left turn to 7000 direct OGG VORTAC then via OGG R-085 (V15-22) to BARBY INT OGG 25 DME.

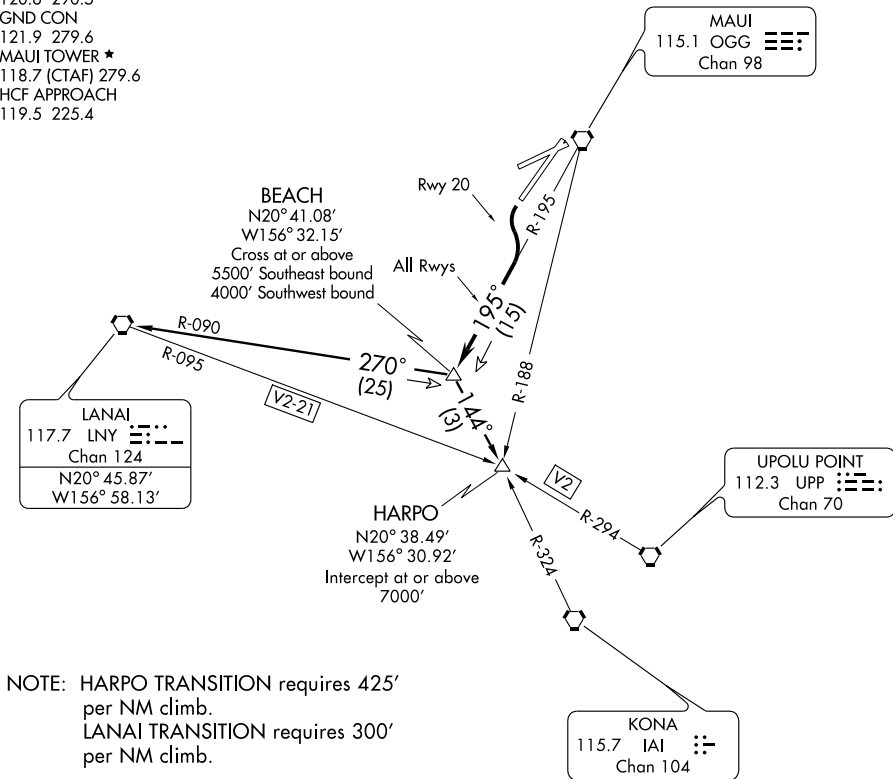
TAKEOFF OBSTACLE NOTES:

Rwy 2: Bush/trees beginning 190 feet from DER, 362 feet left of centerline, up to 60 feet AGL/79 feet MSL. Pipe on building 339 feet from DER, 289 feet right of centerline, 20 feet AGL/25 feet MSL. Bush beginning 902 feet from DER, 637 feet right of centerline, up to 20 feet AGL/39 feet MSL.

Rwy 5: Trees 2,359 feet from DER, 512 feet left of centerline, 56 feet AGL/75 feet MSL. Fence beginning 20 feet from DER, 299 feet right of centerline, up to 7 feet AGL/31 feet MSL. Bush/trees beginning 291 feet from DER, 300 feet right of centerline, up to 76 feet AGL/95 feet MSL.

Rwy 20: Bush 22 feet from DER, 236 feet right of centerline, 2 feet AGL/55 feet MSL. Bush/trees beginning 24 feet from DER, 173 feet left of centerline, up to 29 feet AGL/68 feet MSL.

ATIS 128.6  
CLNC DEL  
120.6 290.5  
GND CON  
121.9 279.6  
MAUI TOWER ★  
118.7 (CTAF) 279.6  
HCF APPROACH  
119.5 225.4



PAC. 17 DEC 2009 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAYS 2, 5, AND 23:** Maintain flight in visual conditions until intercepting the OGG R-195, then climb southbound via the OGG R-195 to BEACH INT.

TAKE-OFF RUNWAY 20: Turn left to intercept the OGG R-195, then climb southbound via the OGG R-195 to BEACH INT.

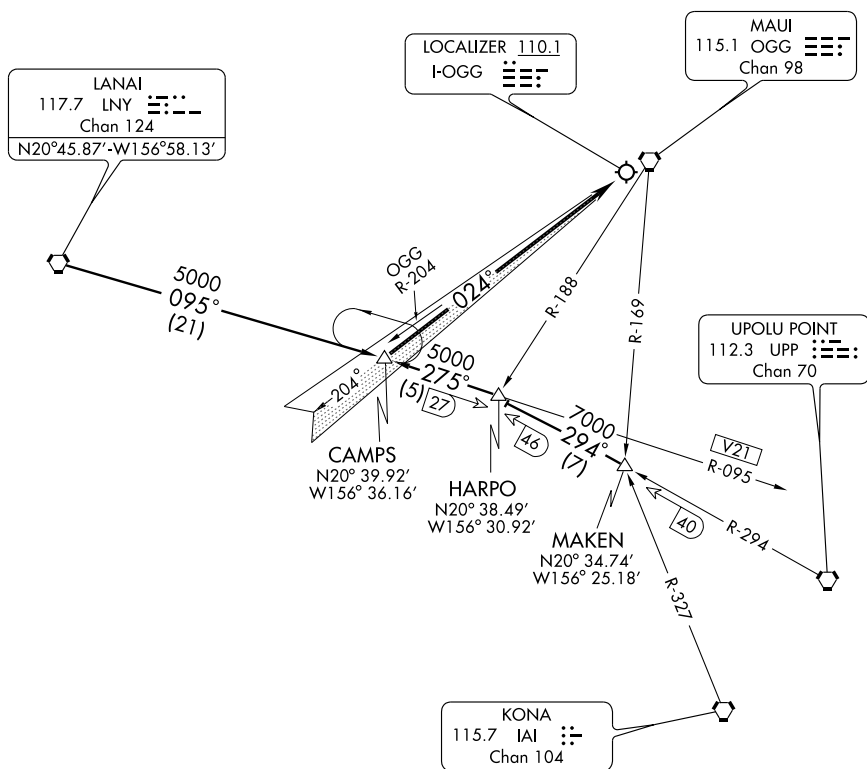
HARPO TRANSITION (BEACH2.HARPO): Cross BEACH INT at or above 5500', turn left, continue to climb southbound via IAI R-324 to intercept V2 at or above 7000'.

LANAI TRANSITION (BEACH2.LNY): Cross BEACH INT at or above 4000', turn right, continue climb to 5000' or above via LNY R-090 to LNY VORTAC.

## CAMPS TWO ARRIVAL (CAMPS.CAMPS2)

KAHULUI (OGG)(PHOG)  
KAHULUI, HAWAII

ATIS  
128.6  
HCF APPROACH  
119.5 343.8  
MAUI TOWER ★  
118.7 279.6



NOTE: Chart not to scale.

LANAI TRANSITION (LNY.CAMPS2): From over LNY VORTAC via LNY R-095 to CAMPS INT. Thence . . . .

MAKEN TRANSITION (MAKEN.CAMPS2): From over MAKEN INT via UPP R-294 and LNY R-095 to CAMPS INT. Thence . . . .

. . . . From over CAMPS INT via I-OGG localizer course to KAHULUI AIRPORT.

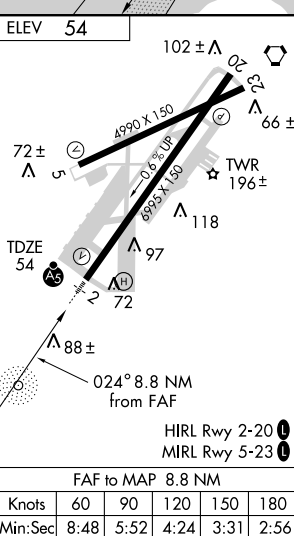
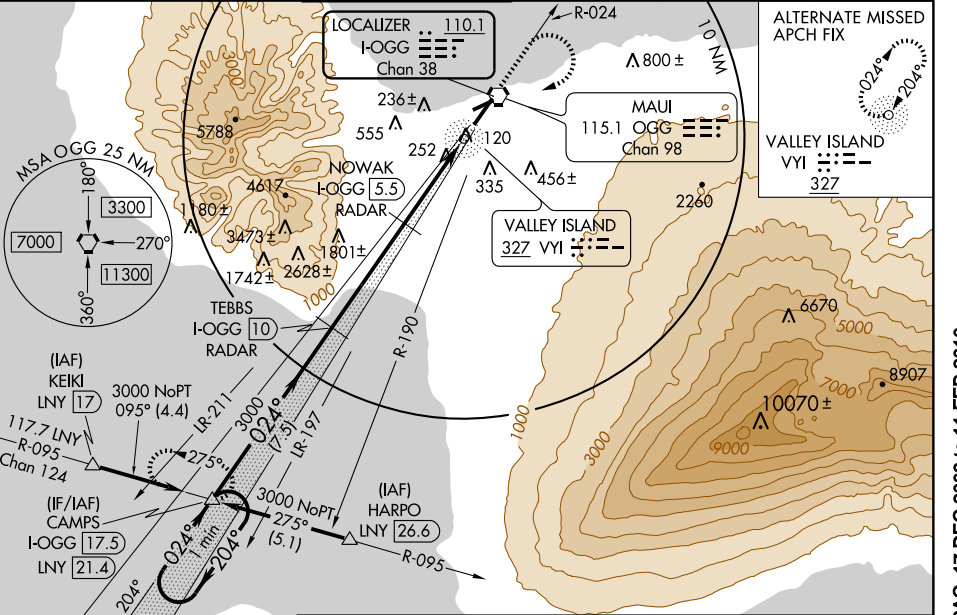
**⚠** Inoperative table does not apply to ILS all Cats, LOC Cat A and B. DME or RADAR required. Visibility reduction by helicopters NA.

**⚠** For inoperative MALS, increase NOWAK fix minimums LOC Cat A and B visibility ¼ mile, increase Cat E ½ mile.

MALS  
AS

MISSED APPROACH: Climb to 3000 via OGG R-024 then climbing right turn to 5000 direct OGG VORTAC, then via OGG R-190 and LNY R-095 to CAMPS and hold.

ATIS 128.6	HCF APPROACH 120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)	MAUI TOWER★ 118.7 (CTAF) 0 279.6	GND CON 121.9 279.6	CLNC DEL 120.6 290.5	UNICOM 122.95
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Use I-OGG DME when on the localizer course.

One Minute Holding Pattern

CAMPS I-OGG 17.5

TEBBS I-OGG 10 RADAR

NOWAK I-OGG 5.5 RADAR

OGG R-024

OGG 115.1

OGG R-190 & LNY R-095

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 62

\*1520

\*LOC only

I-OGG 2.4 I-OGG 1.1

CATEGORY	A	B	C	D	E
S-ILS 2	304-3/4 250 (300-3/4)				
S-LOC 2	1520-1 1/4 1466 (1500-1 1/4)	1520-1 1/2 1466 (1500-1 1/2)	1520-2 1/2 1466 (1500-2 1/2)		
CIRCLING	1520-1 1/4 1466 (1500-1 1/4)	1520-1 1/2 1466 (1500-1 1/2)	1520-3 1466 (1500-3)		

NOWAK FIX MINIMUMS

S-LOC 2	520-3/4 466 (500-3/4)	520-1 466 (500-1)	520-1 1/4 466 (500-1 1/4)
CIRCLING	520-1 466 (500-1)	560-1 506 (600-1)	620-1 1/2 566 (600-1 1/2)

PAC. 17 DEC 2009 to 11 FEB 2010

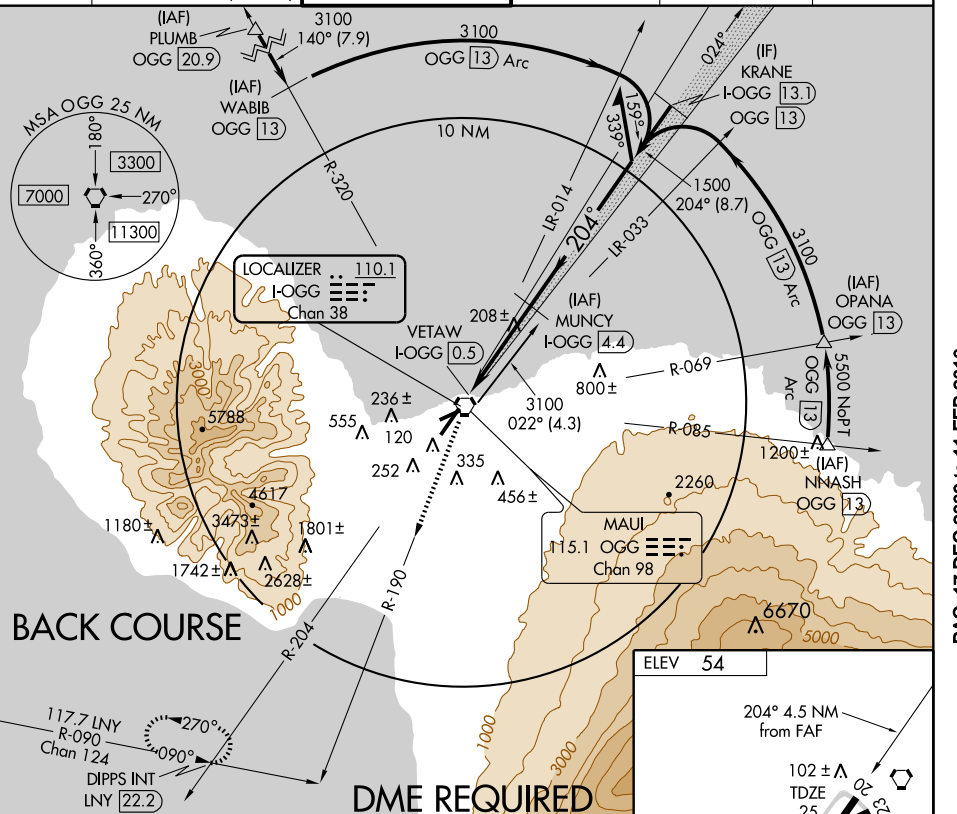
▼

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DME required.

MISSED APPROACH: Climb to 6000 via OGG R-190 and LNY VORTAC R-090 to DIPPS INT and hold.

ATIS 128.6	HCF APPROACH 120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)	MAUI TOWER★ 118.7 (CTAF) 279.6	GND CON 121.9 279.6	CLNC DEL 120.6 290.5	UNICOM 122.95
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6000  
↑  
OGG R-190

LNY  
R-090

DIPPS  
INT

Use I-OGG DME when on localizer course.

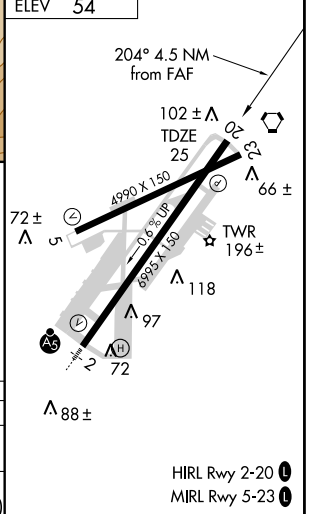
VETAW  
I-OGG [0.5]

1500  
TCH 75

Disregard glide slope indications.

0.6 3.9 NM

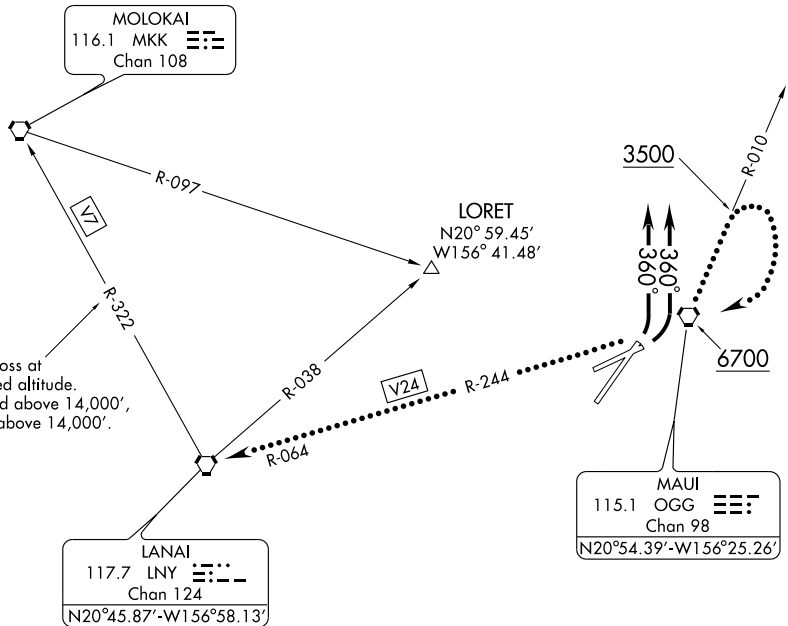
CATEGORY	A	B	C	D	E
S-20	460-1	435 (500-1)	460-1¼ 435 (500-1¼)	460-1½	435 (500-1½)
CIRCLING	500-1 446 (500-1)	560-1 506 (600-1)	620-1½ 566 (600-1½)	660-2 606 (700-2)	1400-3 1346 (1400-3)



HIRL Rwy 2-20  
MIRL Rwy 5-23

## MAUI FIVE DEPARTURE

ATIS 128.6  
CLNC DEL  
120.6 290.5  
GND CON  
121.9 279.6  
MAUI TOWER ★  
118.7 (CTAF) 279.6  
HCF APPROACH  
120.2 322.4



NOTE: Take-off requires minimum climb  
of 420' per NM until reaching 8000'.

NOTE: Chart not to scale.






## DEPARTURE ROUTE DESCRIPTION

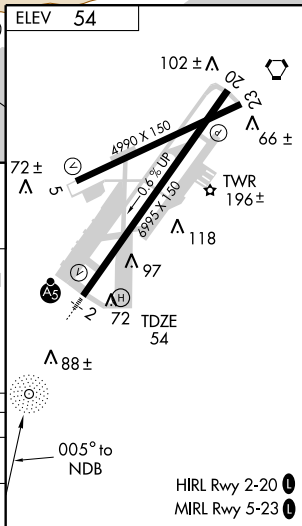
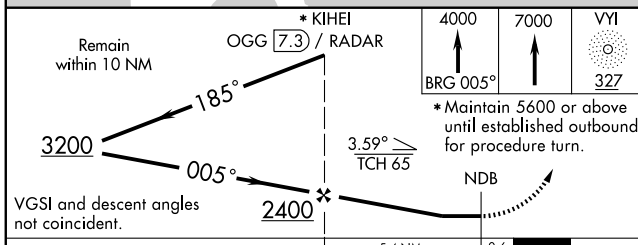
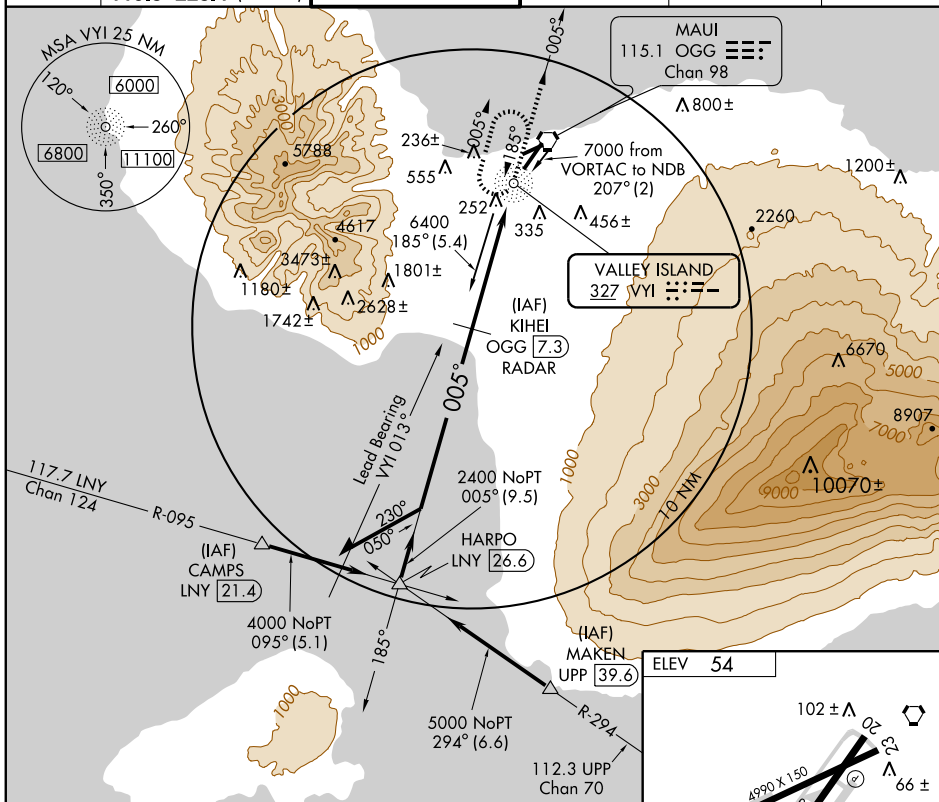
**TAKE-OFF RUNWAYS 2 AND 5 ONLY:** After take-off, all aircraft fly heading 360°, expect radar vectors west of Maui Island to assigned fix/route. Cross the LNY R-322 at assigned altitude. When assigned above 14,000', cross at or above 14,000'.

**LOST COMMUNICATIONS:** If not in contact with Departure Control 1 minute after crossing the shoreline, climb northbound via the OGG R-010 until reaching at least 3500'. Then reverse course to the right direct OGG VORTAC. Then via V24 to LNY VORTAC. Cross OGG VORTAC at or above 6700'.

NDB VYI <b><u>327</u></b>	APP CRS <b>005°</b>	Rwy Idg <b>6995</b> TDZE <b>54</b> Apt Elev <b>54</b>
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NDB/DME RWY 2  
KAHULUI (OGG)(PHOG)

				MISSED APPROACH: Climb to 4000 via 005° bearing from VYI NDB then climb to 7000 direct VYI NDB and hold.	
ATIS <b>128.6</b>	HCF APPROACH <b>120.2 322.4</b> (NORTH) <b>119.5 225.4</b> (SOUTH)	MAUI TOWER ★ <b>118.7</b> (CTAF)  <b>279.6</b>		GND CON <b>121.9 279.6</b>	CLNC DEL <b>120.6 290.5</b>
				UNICOM <b>122.95</b>	






CATEGORY	A		B		C		D	
	640-3/4		586 (600-3/4)		640-1 1/2		586 (600-1 1/2)	
S-2	640-3/4		586 (600-3/4)		640-1 1/2		586 (600-1 1/2)	
CIRCLING	640-1		586 (600-1)		640-1 1/2		586 (600-2)	

HIRL Rwy 2-20 **L**  
MIRL Rwy 5-23 **L**

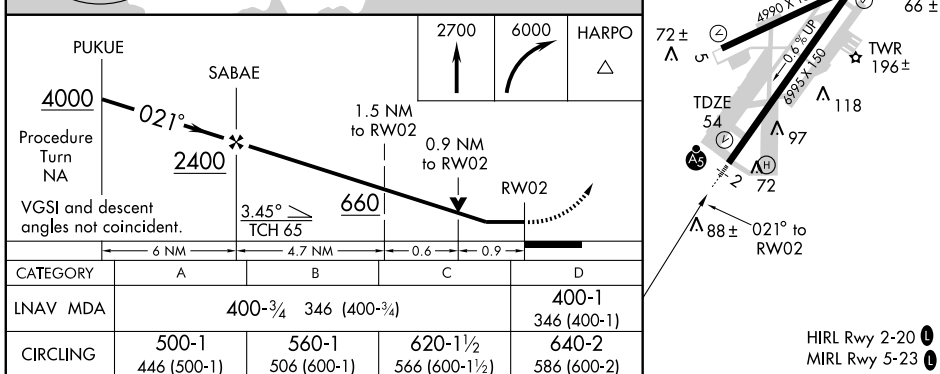
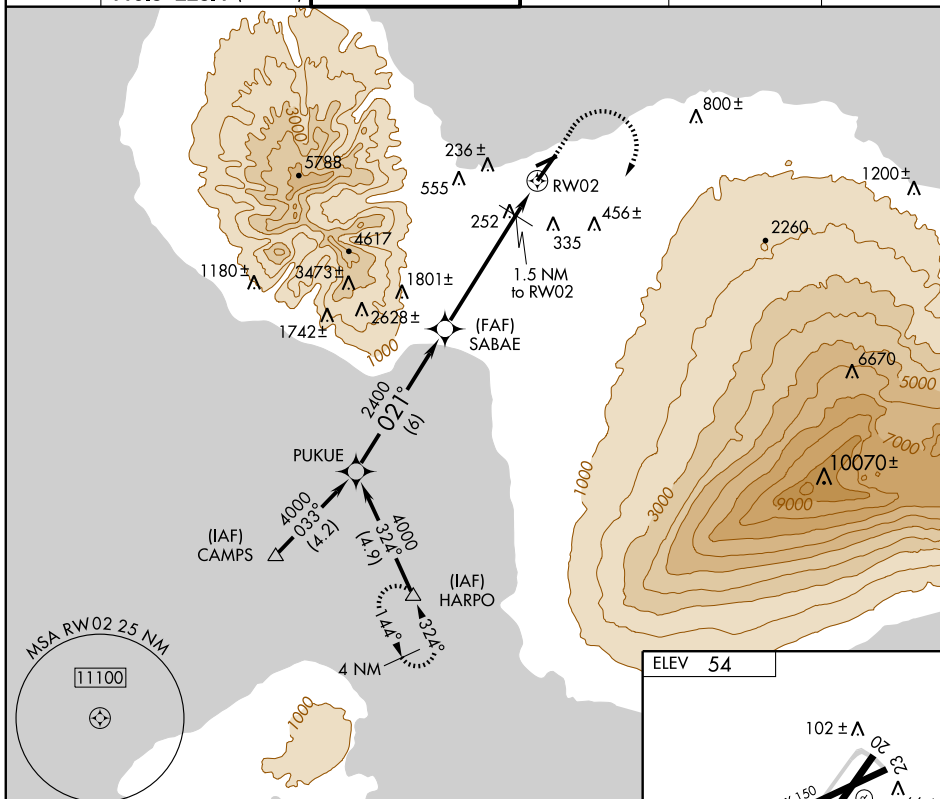
APP CRS <b>021°</b>	Rwy Idg TDZE Apt Elev	<b>6995</b> <b>54</b> <b>54</b>
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RNAV (GPS) RWY 2  
KAHULUI (OGG)(PHOG)

 Circling NA at night to Rwy 5.  
 GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
 For inoperative MALSR increase LNAV visibility  $\frac{1}{4}$  mile.

MALSR  MISSED APPROACH: Climb to 2700 then climbing right turn to 6000 direct HARPO WP and hold.

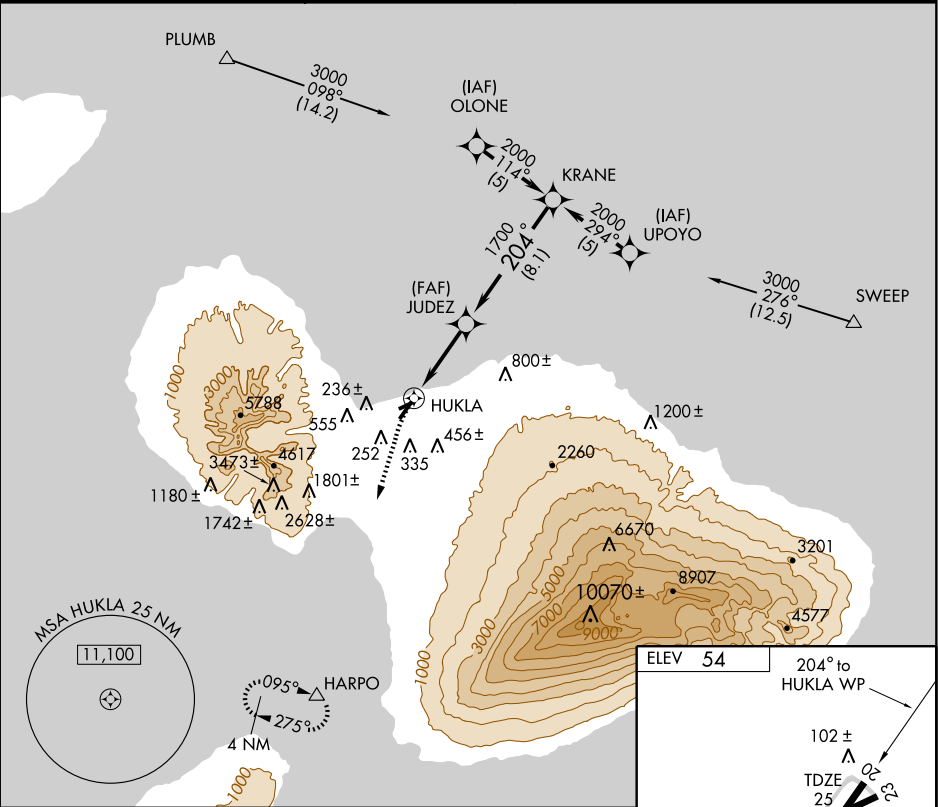
ATIS 128.6	HCF APPROACH 120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)	MAUI TOWER ★ 118.7 (CTAF) 0 279.6	GND CON 121.9 279.6	CLNC DEL 120.6 290.5	UNICOM 122.95
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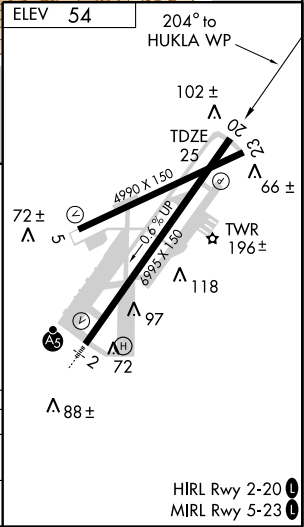
APP CRS	Rwy Idg	6995
204°	TDZE	25
	Apt Elev	54

RNAV (GPS) RWY 20  
KAHULUI (OGG)(PHOG)

▼ NA		GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climbing left turn to 6000 direct HARPO WP and hold.		
ATIS 128.6	HCF APPROACH 120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)	MAUI TOWER ★ 118.7 (CTAF) 0 279.6		GND CON 121.9 279.6	CLNC DEL 120.6 290.5	UNICOM 122.95



6000	HARPO				
		KANE			
		2000			
		Procedure Turn NA			
		204°			
		1700			
		3.00°			
		TCH 75			
		0.2 4.9 NM 8.1 NM			
CATEGORY	A	B	C	D	
LNNAV MDA	400-1		375 (400-1)	400-1¼	
				375 (400-1¼)	
CIRCLING	660-1	720-1	780-2	800-2½	
	606 (700-1)	666 (700-1)	726 (800-2)	746 (800-2½)	



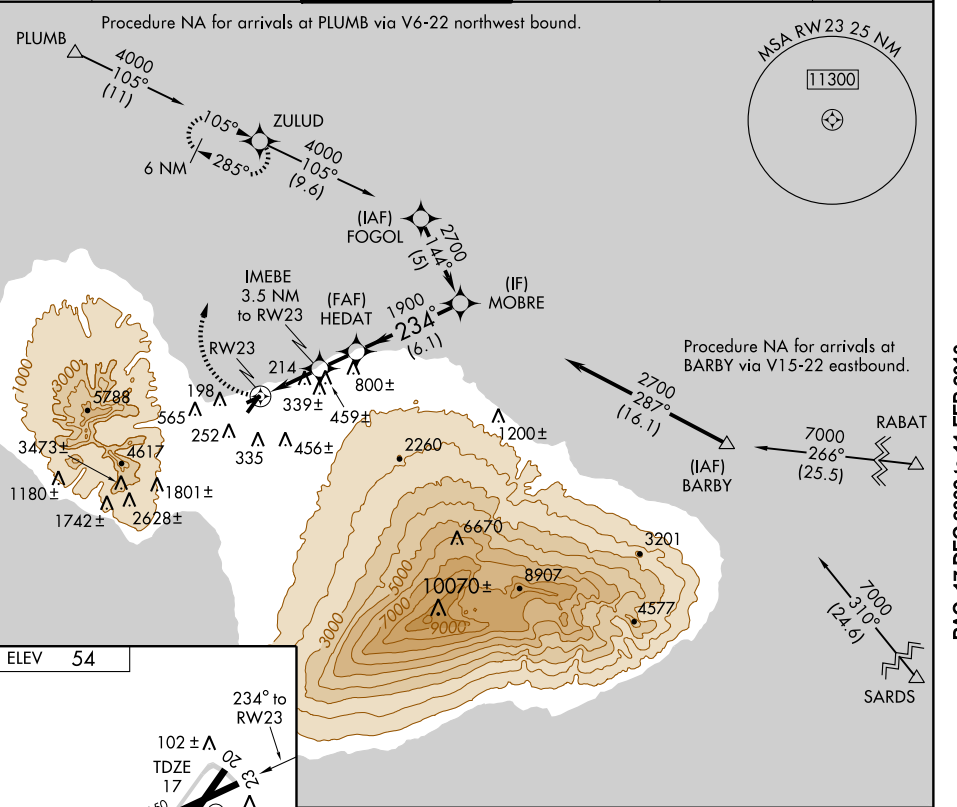
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DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, procedure NA.  
Straight-in minimums NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct ZULUD and hold, continue climb-in-hold to 4000.

ATIS	HCF APPROACH	MAUI TOWER★	GND CON	CLNC DEL	UNICOM
128.6	120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)	118.7 (CTAF) 279.6	121.9 279.6	120.6 290.5	122.95



<div><div>4000</div><div>ZULUD</div><div>IMEBE 3.5 NM to RW23</div><div>HEDAT</div><div>MOBRE</div><div>2700</div><div>Procedure Turn NA</div></div>				
<div><div>RW23</div><div>1200</div><div>1900</div><div>3.5 NM</div><div>2.2 NM</div><div>6.1 NM</div></div>				
CATEGORY	A	B	C	D
LNNAV MDA	460-1	443 (500-1)	460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	520-1 466 (500-1)	560-1 506 (600-1)	620-1½ 566 (600-1½)	640-2 586 (600-2)

HIRL Rwy 2-20

MIRL Rwy 5-23

MAKENA: Proceed to the KNUI Radio Tower, thence.....  
.....intercept the RWY 2 extended centerline at or prior to  
the Sugar Mill Smoke Stacks and proceed to the airport.

## SWEEP ONE DEPARTURE

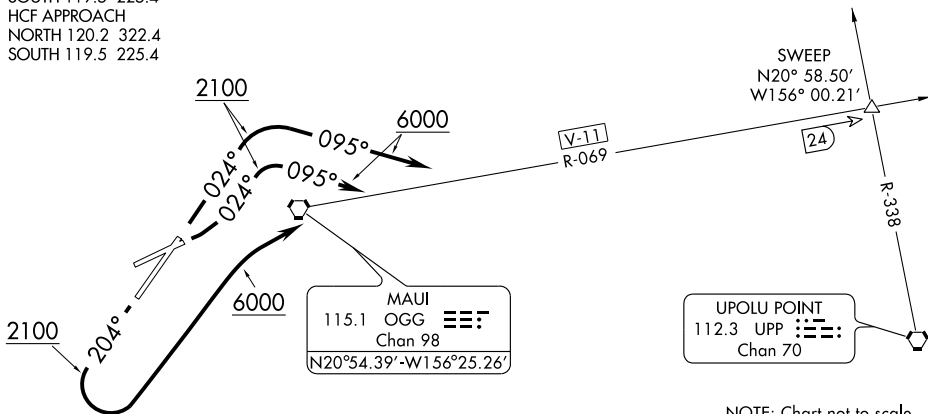
ATIS 128.6  
CLNC DEL  
120.6 290.5  
GND CON  
121.9 279.6  
MAUI TOWER ★  
118.7 (CTAF) 279.6  
MAUI DEP CON  
NORTH 120.2 322.4  
SOUTH 119.5 225.4  
HCF APPROACH  
NORTH 120.2 322.4  
SOUTH 119.5 225.4

## TAKE-OFF MINIMUMS:

Rwy 23: NA Obstacle and ATC.

Rwy 2,5: Standard with ATC climb of 480 feet per NM to 2100.

Rwy 20: Standard with minimum climb of 480 feet per NM to 2100.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 2:** Climb heading 024° to 2100 then climbing right turn to 6000 via heading 095° to intercept OGG VORTAC R-069 (V11) to SWEEP INT/OGG 24 DME.

**TAKEOFF RUNWAY 5:** Climbing left turn heading 024° to 2100 then right turn to 6000 via heading 095° to intercept OGG VORTAC R-069 (V11) to SWEEP INT/OGG 24 DME.

**TAKEOFF RUNWAY 20:** Climb heading 204° to 2100 then climbing left turn to 6000 direct OGG VORTAC then via OGG R-069 (V11) to SWEEP INT/OGG 24 DME.

## TAKEOFF OBSTACLE NOTES:

Rwy 2: Bush/trees beginning 190 feet from DER, 362 feet left of centerline, up to 60 feet AGL/79 feet MSL. Pipe on building 339 feet from DER, 289 feet right of centerline, 20 feet AGL/25 feet MSL. Bush beginning 902 feet from DER, 637 feet right of centerline, up to 20 feet AGL/39 feet MSL.

Rwy 5: Trees 2,359 feet from DER, 512 feet left of centerline, 56 feet AGL/75 feet MSL. Fence beginning 20 feet from DER, 299 feet right of centerline, up to 7 feet AGL/31 feet MSL. Bush/trees beginning 291 feet from DER, 300 feet right of centerline, up to 76 feet AGL/95 feet MSL.

Rwy 20: Bush 22 feet from DER, 236 feet right of centerline, 2 feet AGL/55 feet MSL. Bush/trees beginning 24 feet from DER, 173 feet left of centerline, up to 29 feet AGL/68 feet MSL.

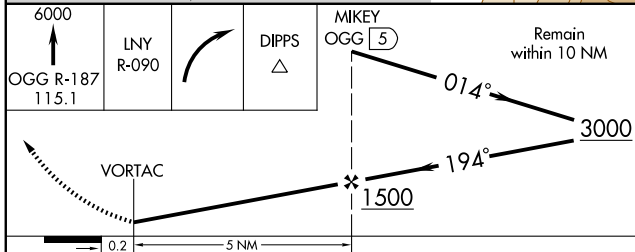
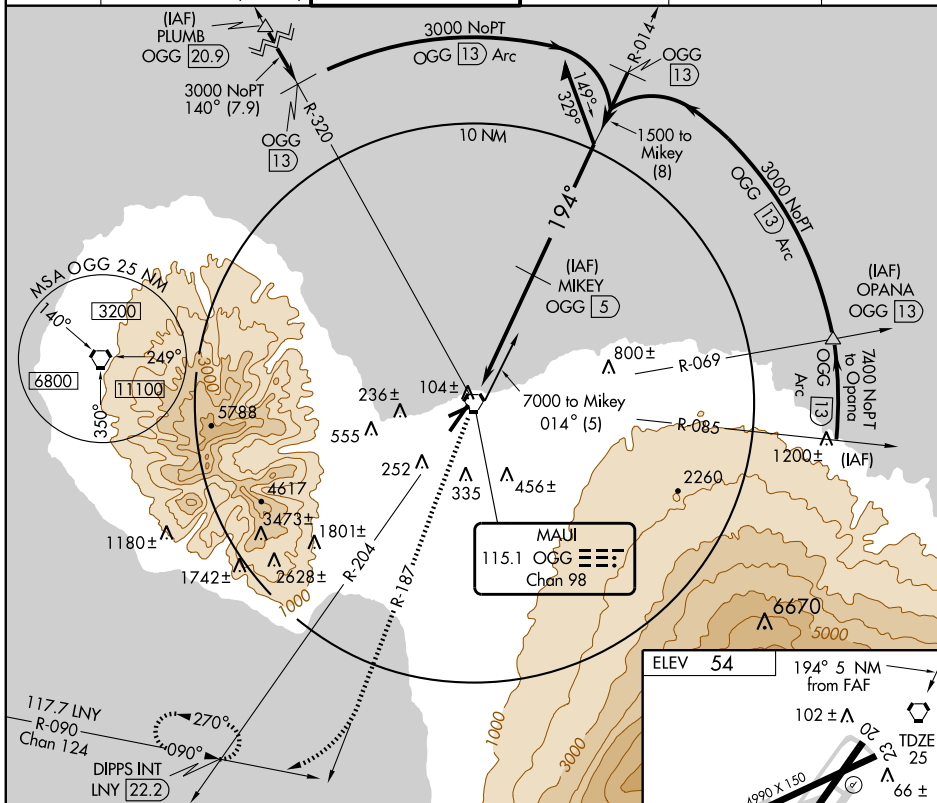
VORTAC OGG <b>115.1</b> Chan <b>98</b>	APP CRS <b>194°</b>	Rwy Idg <b>6995</b> TDZE <b>25</b> Apt Elev <b>54</b>
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VOR/DME or TACAN RWY 20  
KAHULUI (OGG)(PHOG)

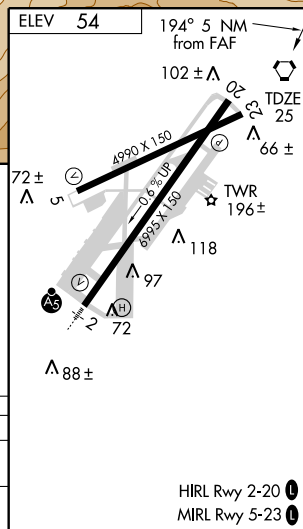
**T** When tower closed, procedure not authorized except  
**A** for operators with approved weather reporting service.

**MISSED APPROACH:** Climb to 6000 via OGG VORTAC R-187 to intercept LNY R-090, then climbing right turn direct DIPPS Int and hold.

ATIS 128.6	HCF APPROACH 120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)	MAUI TOWER ★ 118.7 (CTAF) 279.6	GND CON 121.9 279.6	CLNC DEL 120.6 290.5	UNICOM 122.95
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CATEGORY	A	B	C	D
S-20	400-1 375 (400-1)			400-1¼ 375 (400-1¼)
CIRCLING	520-1 466 (500-1)	560-1 506 (600-1)	620-1½ 566 (600-1½)	640-2 586 (600-2)

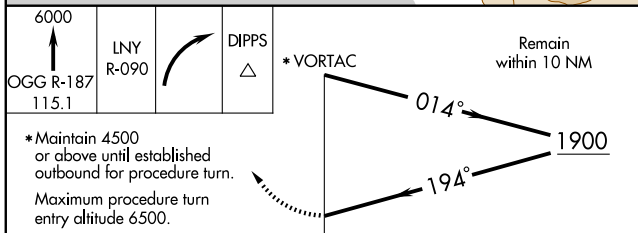
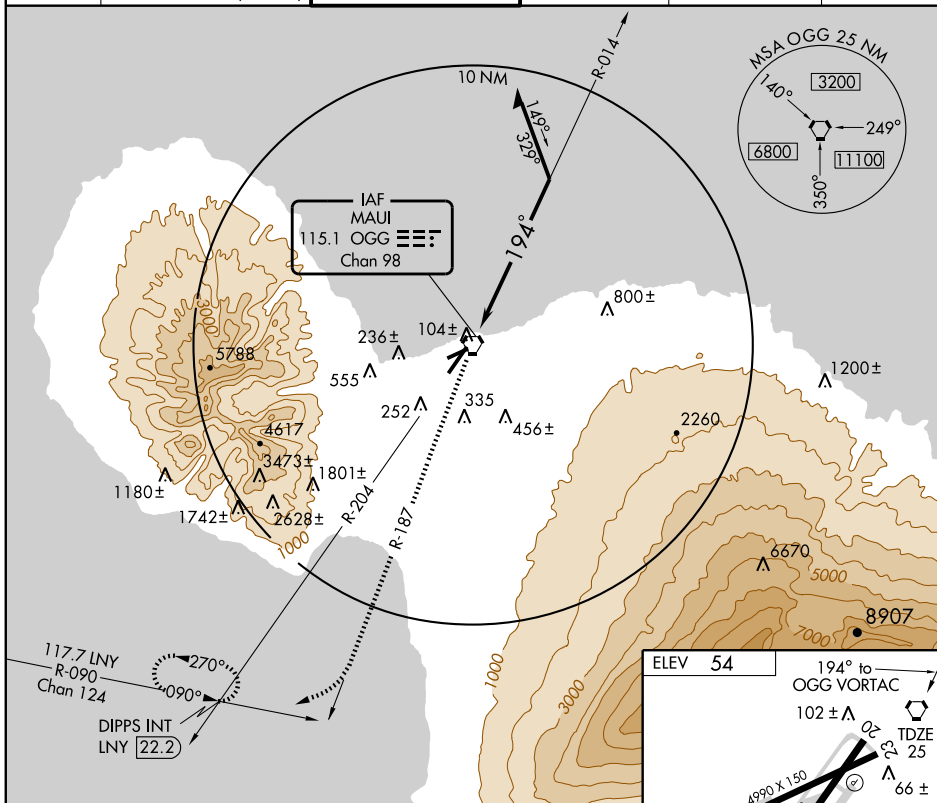


VORTAC OGG <b>115.1</b> Chan <b>98</b>	APP CRS <b>194°</b>	Rwy Idg <b>6995</b> TDZE <b>25</b> Apt Elev <b>54</b>
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VOR RWY 20  
KAHULUI (OGG)(PHOG)

**MISSED APPROACH:** Climb to 6000 via OGG R-187 to intercept LNY R-090, then climbing right turn direct DIPPS Int and hold.

ATIS 128.6	HCF APPROACH 120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)	MAUI TOWER ★ 118.7 (CTAF) 0 279.6	GND CON 121.9 279.6	CLNC DEL 120.6 290.5	UNICOM 122.95
---------------	--	--------------------------------------	------------------------	-------------------------	------------------



CATEGORY	A	B	C	D
S-20	420-1 395 (400-1)			420-1½ 395 (400-1½)
CIRCLING	520-1 466 (500-1)	560-1 506 (600-1)	620-1½ 566 (600-1½)	640-2 586 (700-2)

HIRL Rwy 2-20 **L**

5

— SOUTH RAMP

1.56°02'W

PAC. 17 DEC 2009 to 11 FEB 2010



Autopilot Coupled Approach NA below 415 Ft MSL. Circling NA East of Rwy 17-35. DME required for LOC minimums.

MALSR  
A5

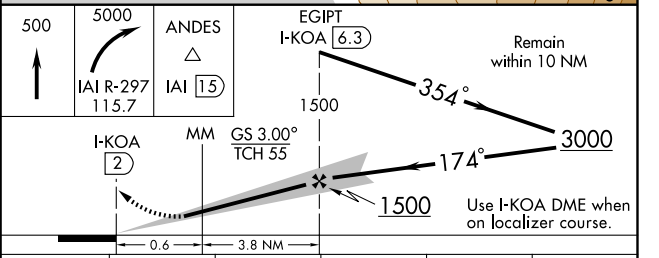
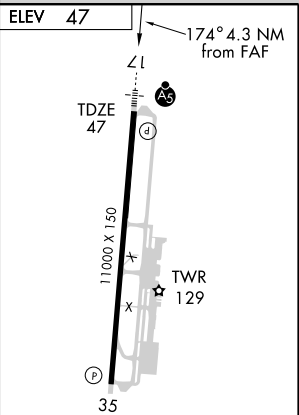
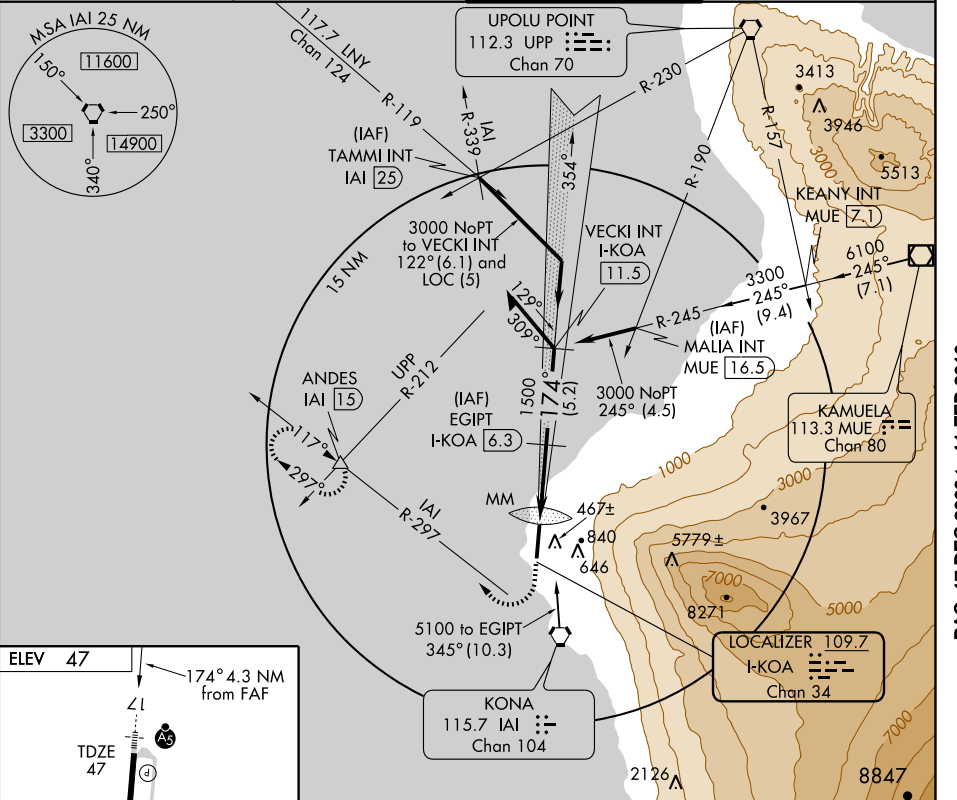
MISSED APPROACH: Climb to 500 then climbing right turn to 5000 via IAI R-297 to ANDES Int/IAI 15 DME and hold, continue climb-in-hold to 5000.

ATIS  
127.4

HCF APPROACH  
126.0 278.3

KONA TOWER ★  
120.3 (CTAF) 254.3

CLNC DEL  
121.9



HIRL Rwy 17-35					
CATEGORY	A	B	C	D	E
S-ILS 17	247-1/2 200 (200-1/2)				
S-LOC 17	400-1/2 353 (400-1/2)				
CIRCLING	460-1 413 (500-1)	500-1 453 (500-1)	500-1/2 453 (500-1/2)	600-2 553 (600-2)	
Knots	60	90	120	150	180
Min:Sec					

## ST-5761 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

PAC. 17 DEC 2009 to 11 FEB 2010

## KAYAK FOUR ARRIVAL

ST-5761 (FAA)

KONA INTL AT KEAHOE (KOA) (PHKO)

KAILUA-KONA, HAWAII

## ARRIVAL DESCRIPTION

BARBY TRANSITION (BARBY.KAYAK4): From over BARBY INT via IAI R-351, UPP R-212 and IAI R-339 to KAYAK INT. Thence....

FIRES TRANSITION (FIRES.KAYAK4): From over FIRES INT via MUE R-274, LNY R-119 and IAI R-339 to KAYAK INT. Thence....

HEFTI TRANSITION (HEFTI.KAYAK4): From over HEFTI INT via LNY R-119 and IAI R-339 to KAYAK INT. Thence....

LANAI TRANSITION (LNY.KAYAK4): From over LNY VORTAC via LNY R-119 and IAI R-339 to KAYAK INT. Thence....

MOLOKAI TRANSITION (MKK.KAYAK4): From over MKK VORTAC via MKK R-108 and IAI R-339 to KAYAK INT. Thence....

OKALA TRANSITION (OKALA.KAYAK4): From over OKALA INT via MUE R-077 to MUE VOR/DME. Then via MUE R-245 to KAYAK INT. Thence....

UPOLU TRANSITION (UPP.KAYAK4): From over UPP VORTAC via UPP R-212 and IAI R-339 to KAYAK INT. Thence....

....From over KAYAK INT via IAI R-339 to BILGE DME.

▼

Circling NA East of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 5000  
via IAI R-297 to ANDES Int/IAI 15 DME and hold,  
continue climb-in-hold to 5000.

ATIS

127.4

HCF APPROACH

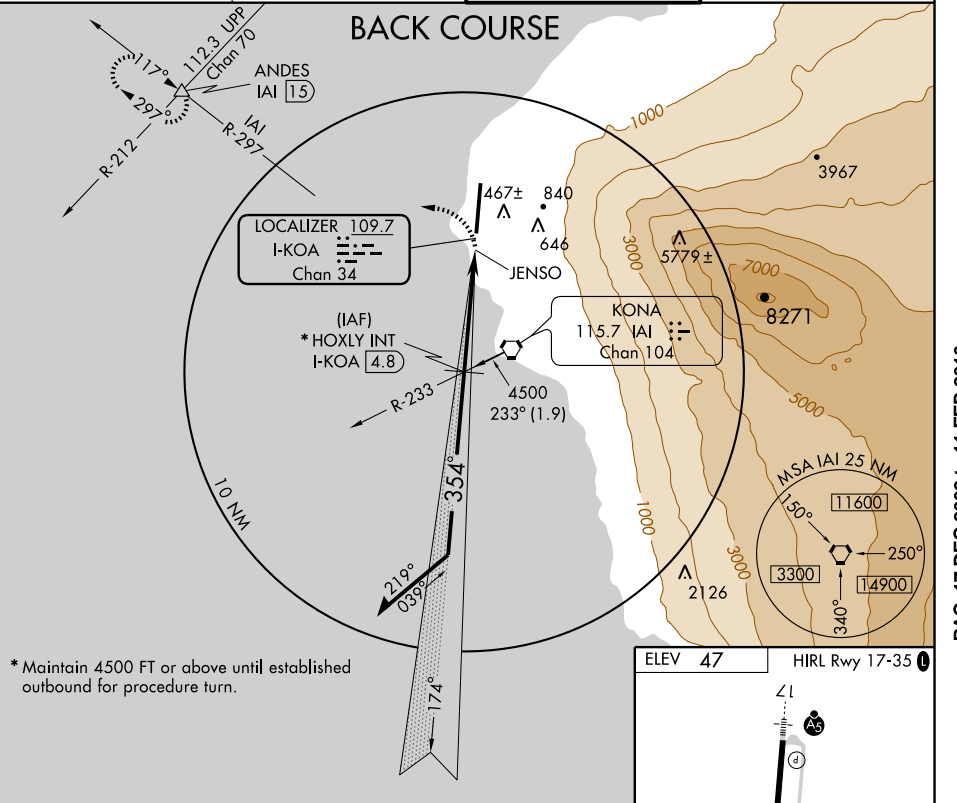
126.0 278.3

KONA TOWER★

120.3 (CTAF) 254.3

CLNC DEL

121.9



Remain within 10 NM

Use I-KOA DME when on LOC course.

2700

174°

354°

1700\*

3.05° ≥ TCH 55

Disregard Glide Slope indications.

5000

IAI R-297 115.7

ANDES IAI 15

JENSO I-KOA 0.5

4.3 NM

0.7

354° 5 NM from FAF

ELEV 47

HIRL Rwy 17-35

31

AS

11000 X 150

TWR 129

TDZE 37

35

354° 5 NM from FAF

CATEGORY	A	B	C	D
S-35	400-1	363 (400-1)		400-1¼ 363 (400-1¼)
CIRCLING	460-1 413 (500-1)	500-1 453 (500-1)	500-1½ 453 (500-1½)	600-2 553 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

LOC/DME I-KOA <b>109.7</b> Chan <b>34</b>	APP CRS <b>174°</b>	Rwy Idg <b>11000</b> TDZE <b>47</b> Apt Elev <b>47</b>
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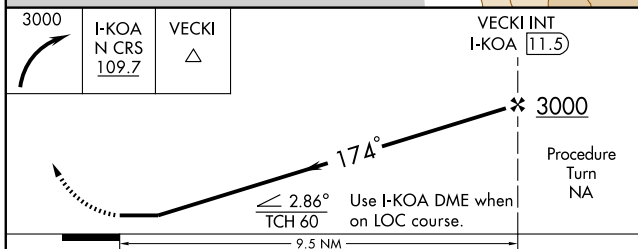
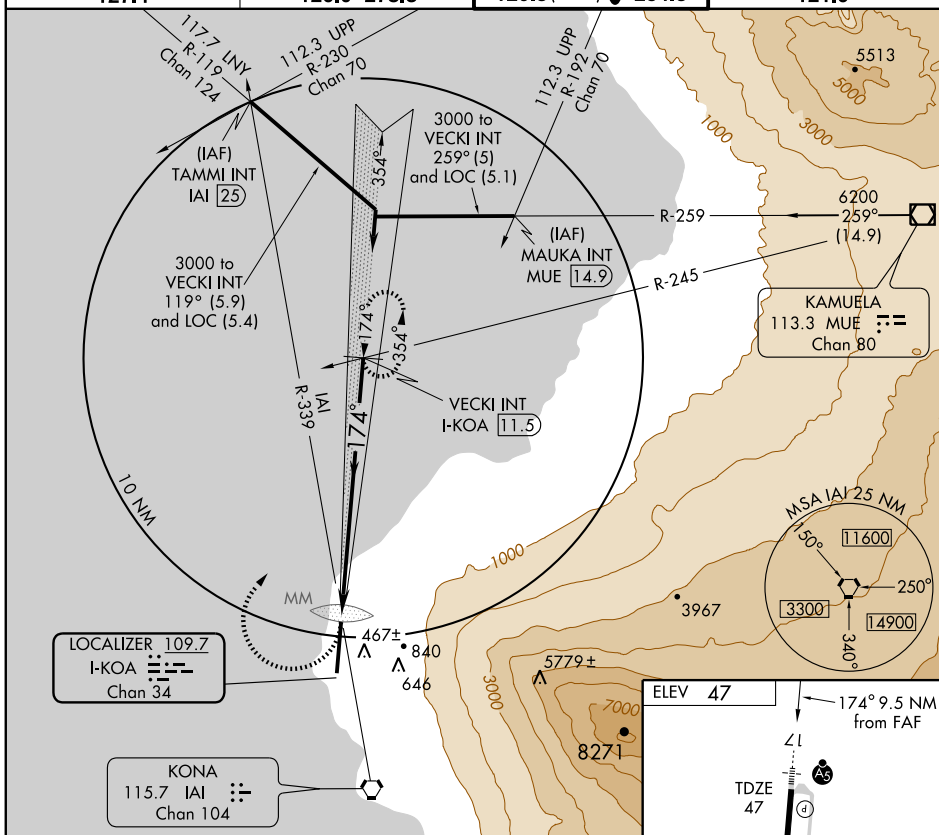
KAILUA-KONA/  
KONA INTL AT KEAHOE (KOA) (PHKO)LOC RWY 17  
KONA INTL AT KEAHOE (KOA) (PHKO)

**⚠** Circling not authorized east of Rwy 17-35.

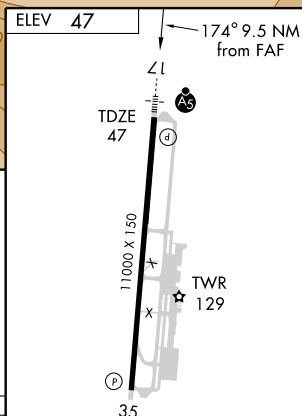


MISSED APPROACH: Climbing right turn to 3000 via I-KOA North course to VECKI Int and hold.

ATIS <b>127.4</b>	HCF APPROACH <b>126.0 278.3</b>	KONA TOWER ★ <b>120.3 (CTAF) 0 254.3</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A	B	C	D	E
S-17	620-½ 573 (600-½)	620-1½ 573 (600-1½)	620-1¾ 573 (600-1¾)	620-1¾ 573 (600-1¾)	620-2 573 (600-2)
CIRCLING	620-1 573 (600-1)	620-1 573 (600-1)	620-1 573 (600-1)	620-2 573 (600-2)	620-2 573 (600-2)





FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

APP CRS	Rwy Idg	<b>11000</b>
<b>174°</b>	TDZE	<b>47</b>
	Apt Elev	<b>47</b>

## RNAV (GPS) RWY 17

KAILUA-KONA/ KONA INTL AT KEAHOLE (KOA) (PHKO)

	Circling NA East of Rwy 17-35.
	Baro-VNAV NA below -5°C (23°F).
NA	GPS or RNP-0.3 Required.
	DME/DME RNP-0.3 NA, WAAS VNAV NA.

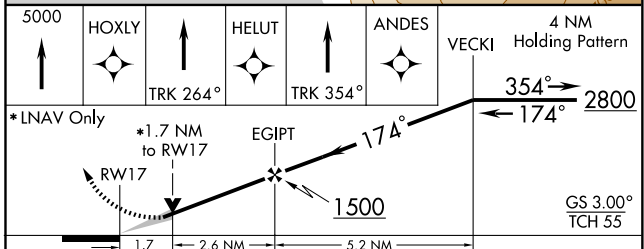
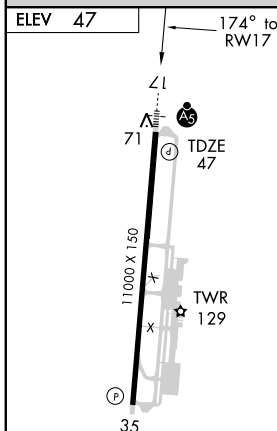
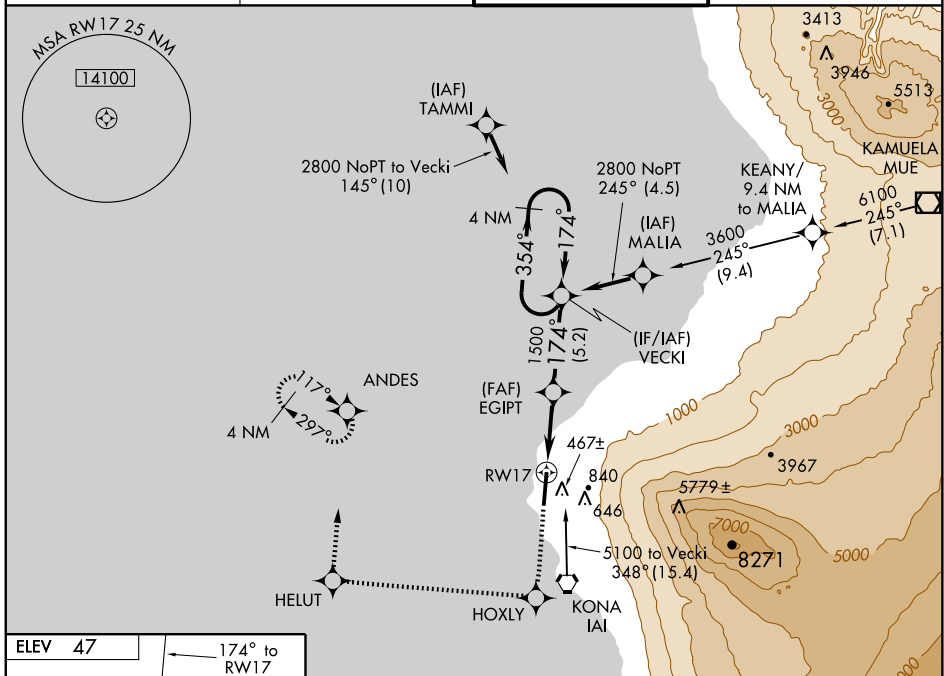
MALSR

**MISSED APPROACH:** Climb to 5000 direct HOXLY WP and via 264° track to HELUT WP and via 354° track to ANDES WP and hold.

ATIS  
**127.4**

HCF APPROACH  
**126.0 278.3**

KONA TOWER ★  
120.3 (CTAF) **L** 254.3

CLNC DEL  
**121.9**

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	540-1¼ 493 (500-1¼)			
LNAV MDA	640-½ 593 (600-½)		640-1 593 (600-1)	640-1¼ 593 (600-1¼)
CIRCLING	640-1¾ 593 (600-1¾)			640-2 593 (600-2)

HIRL Rwy 17-35 **L**

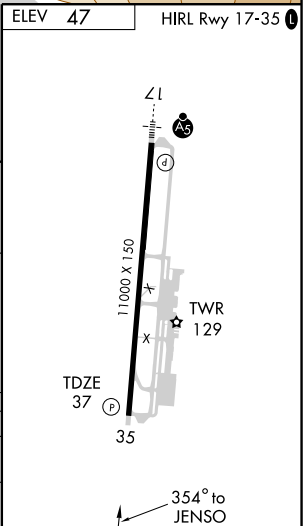
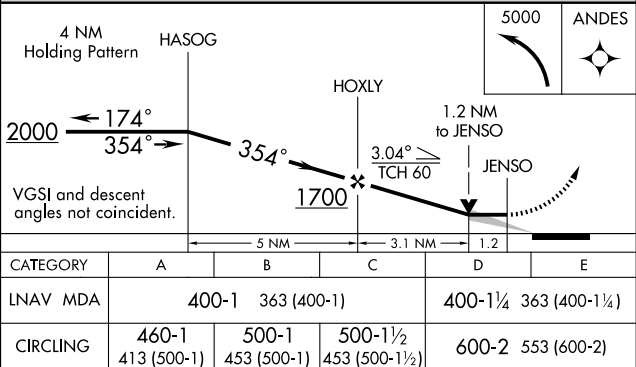
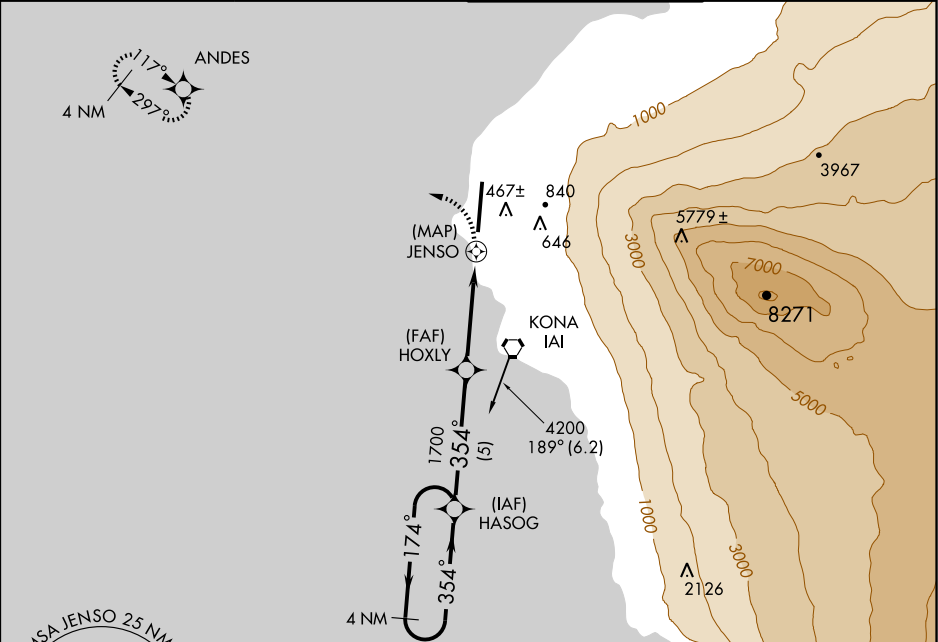
APP CRS	Rwy Idg	11000
354°	TDZE	37
	Apt Elev	47

RNAV (GPS) Y RWY 35

KAILUA-KONA/ KONA INTL AT KEAHOLE (KOA) (PHK0)

<div><div>▼</div><div>▲ NA</div></div>	Circling NA East of Rwy 17-35. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 5000 direct ANDES WP and hold.
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ATIS 127.4	HCF APPROACH 126.0 278.3	KONA TOWER ★ 120.3 (CTAF) 0 254.3	CLNC DEL 121.9
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▼

▲

NA

Circling NA East of Rwy 17-35.

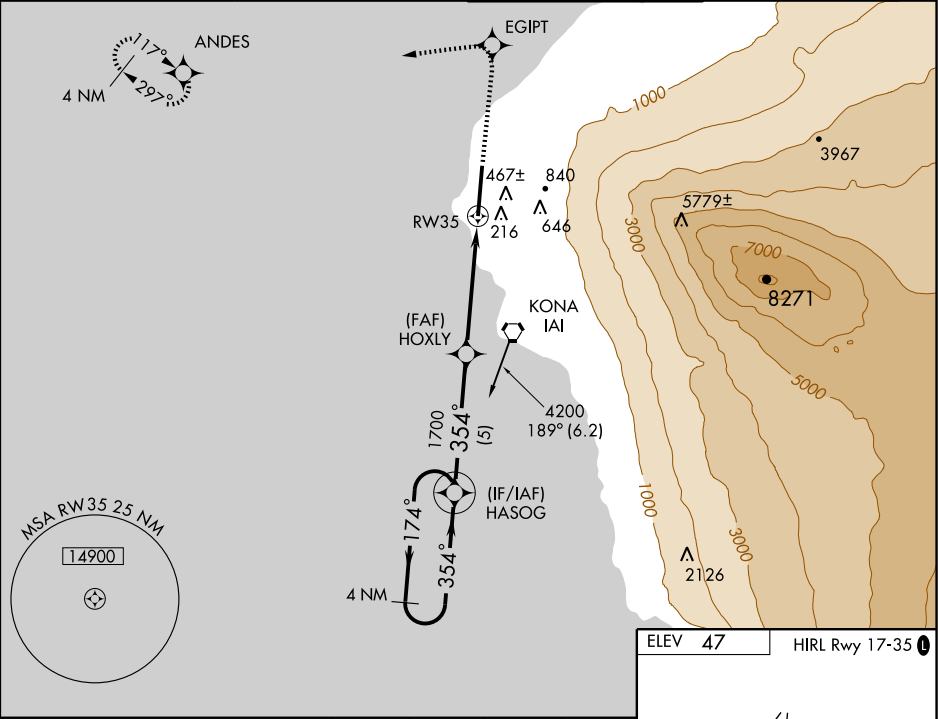
Baro-VNAV NA below -5°C (23°F).

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

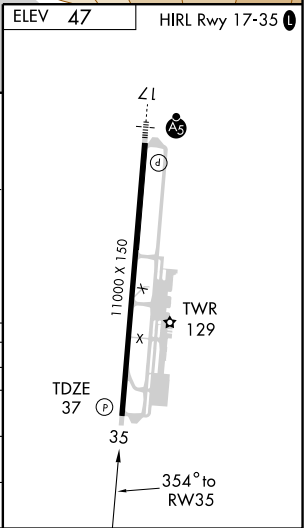
WAAS VNAV NA.

MISSED APPROACH: Climb to 5000 direct EGIPT WP and left turn via 254° track to ANDES WP and hold.

ATIS	HCF APPROACH	KONA TOWER ★	CLNC DEL
127.4	126.0 278.3	120.3 (CTAF) 0 254.3	121.9



4 NM Holding Pattern		HASOG		5000 ↑	EGIPT ✦	ANDES ✦
2000 ← 174° 354° →		354°		HOXLY	* LNAV Only	
GS 3.00° TCH 60		1700		* 2.1 NM to RW35		RW35
VGSI and descent angles not coincident.		5 NM		2.9 NM		2.1
CATEGORY	A	B	C	D	E	
GLS PA DA	NA					
LNAV/VNAV DA	540-1¾ 503 (500-1¾)					
LNAV MDA	640-1 603 (600-1)	640-1¾ 603 (600-1¾)	640-2 603 (600-2)	640-2¼ 603 (600-2¼)		
CIRCLING	640-1¾ 593 (600-1¾)	640-2 593 (600-2)	640-2¼ 593 (600-2¼)			





## ARRIVAL DESCRIPTION

BARBY TRANSITION (BARBY.VECKI6): From over BARBY INT via IAI R-351 and I-KOA localizer course to VECKI INT. Thence....

LANAI TRANSITION (LNY.VECKI6): From over LNY VORTAC via LNY R-119 and I-KOA localizer course to VECKI INT. Thence....

MOLOKAI TRANSITION (MKK.VECKI6): From over MKK VORTAC via MKK R-108, IAI VORTAC R-339, LNY R-119 and I-KOA localizer course to VECKI INT. Thence....

OKALA TRANSITION (OKALA.VECKI6): From over OKALA INT via MUE VOR/DME R-077 to MUE VOR/DME. Thence from over MUE VOR/DME via MUE R-245 to VECKI INT. Thence....

UPOLU TRANSITION (UPP.VECKI6): From over UPP VORTAC via UPP R-209 and I-KOA localizer course to VECKI INT. Thence....

....From over VECKI INT via I-KOA localizer course to KEAHOLE-KONA INTL AIRPORT.

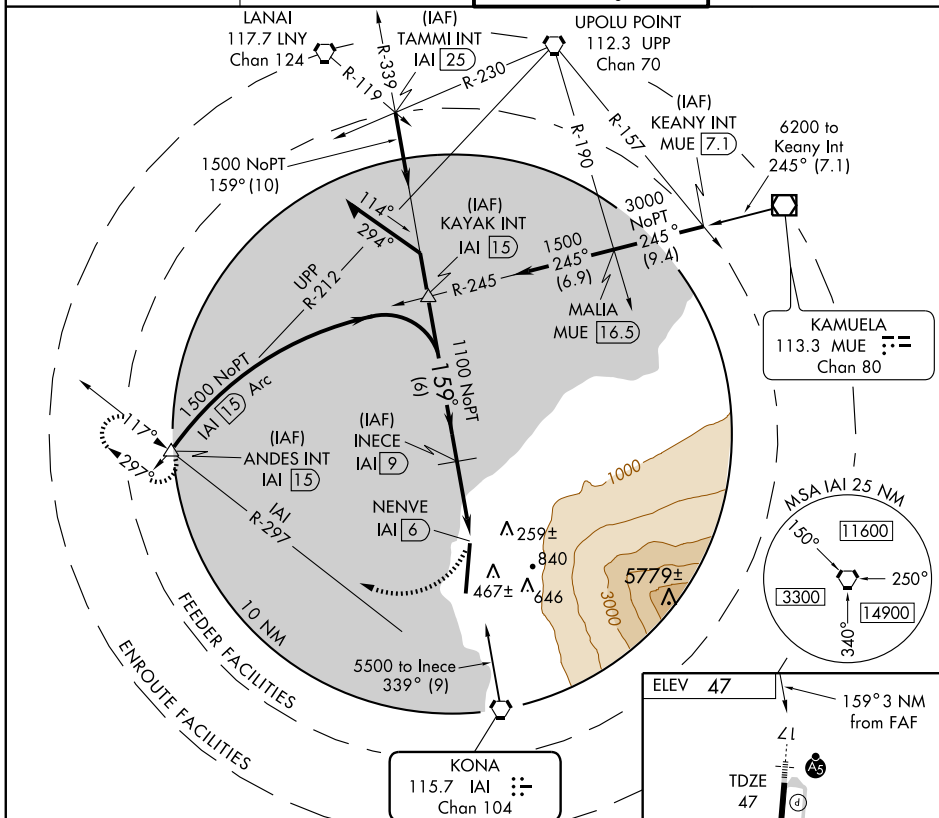
VORTAC IAI <b>115.7</b>	APP CRS <b>159°</b>	Rwy Idg <b>11000</b> TDZE <b>47</b> Apt Elev <b>47</b>
Chan <b>104</b>		

# VOR/DME or TACAN RWY 17

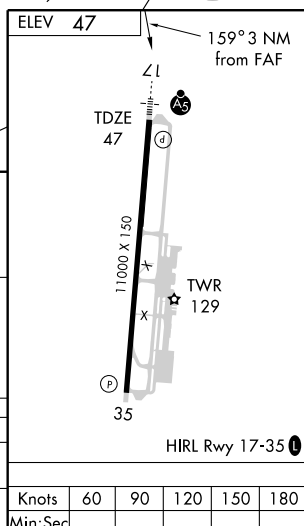
## KAILUA-KONA/ KONA INTL AT KEAHOLE (KOA) (PHKO)

<b>▼</b> Circling not authorized east of Rwy 17-35. Procedure turn not authorized Cat. E aircraft. Inoperative table does not apply.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climbing right turn to 1500 via IAI R-297 to ANDES Int/IAI 15 DME and hold.
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ATIS <b>127.4</b>	HCF APPROACH <b>126.0 278.3</b>	KONA TOWER ★ <b>120.3 (CTAF) 0 254.3</b>	CLNC DEL <b>121.9</b>
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Remain within 10 NM		INECE IAI <u>9</u>	1500 IAI R-297 115.7	ANDES INT IAI <u>15</u>	
1800		339°	3.18° TCH 54	IAI <u>7.6</u> NENVE IAI <u>6</u>	
VGSI and descent angles not coincident.		159°	1.4 NM	1.6	
1100 *					
CATEGORY	A	B	C	D	E
S-17	600-1	553 (600-1)	600-1½ 553 (600-1½)	600-1¾ 553 (600-1¾)	600-2 553 (600-2)
CIRCLING	600-1	553 (600-1)	600-1½ 553 (600-1½)	600-2	553 (600-2)



VORTAC IAI <b>115.7</b> Chan <b>104</b>	APP CRS <b>330°</b>	Rwy Idg <b>11000</b> TDZE <b>37</b> Apt Elev <b>47</b>
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VOR or TACAN RWY 35

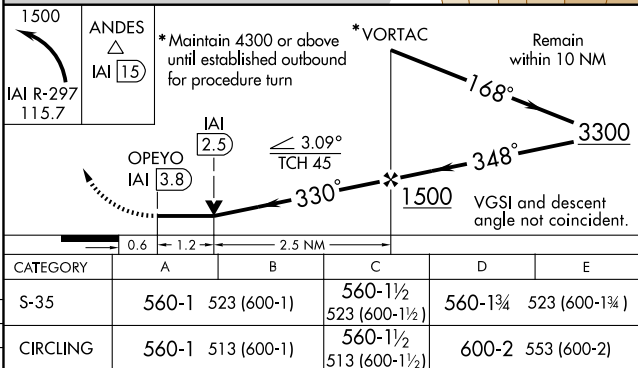
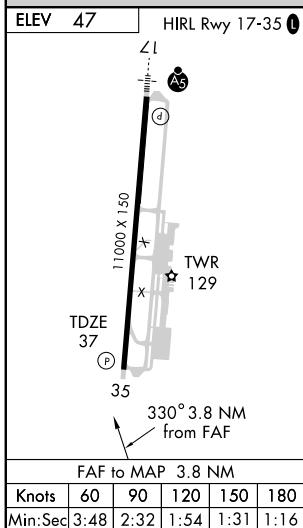
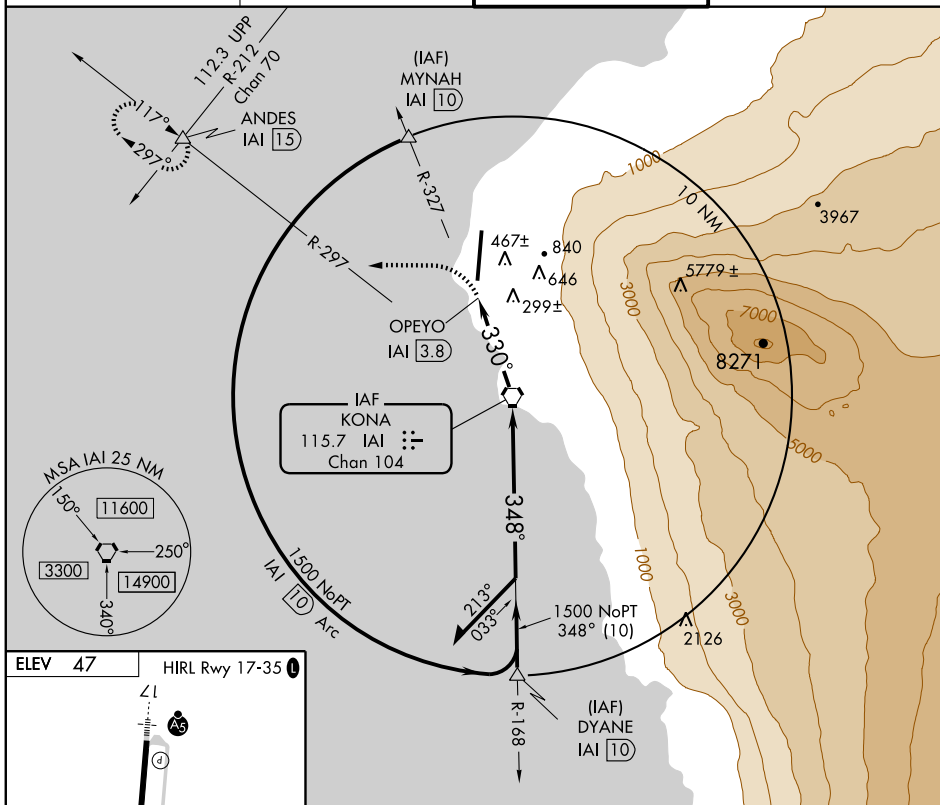
KAILUA-KONA/ KONA INTL AT KEAHOLE (KOA) (PHKO)

 Circling not authorized east of Rwy 17-35. Procedure turn not authorized for Cat. E aircraft.

ATIS  
**127.4**

HCF APPROACH  
**126.0 278.3**


KONA TOWER ★  
120.3 (CTAF) **L** 254.3

CLNC DEL  
**121.9**

APP CRS	Rwy Idg	5197
055°	TDZE	2671
	Apt Elev	2671

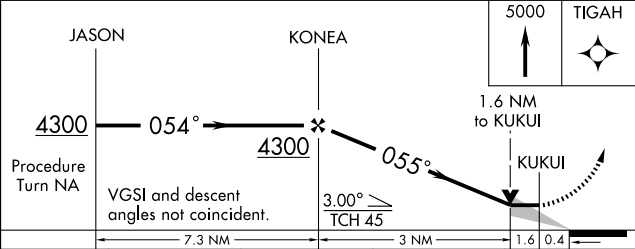
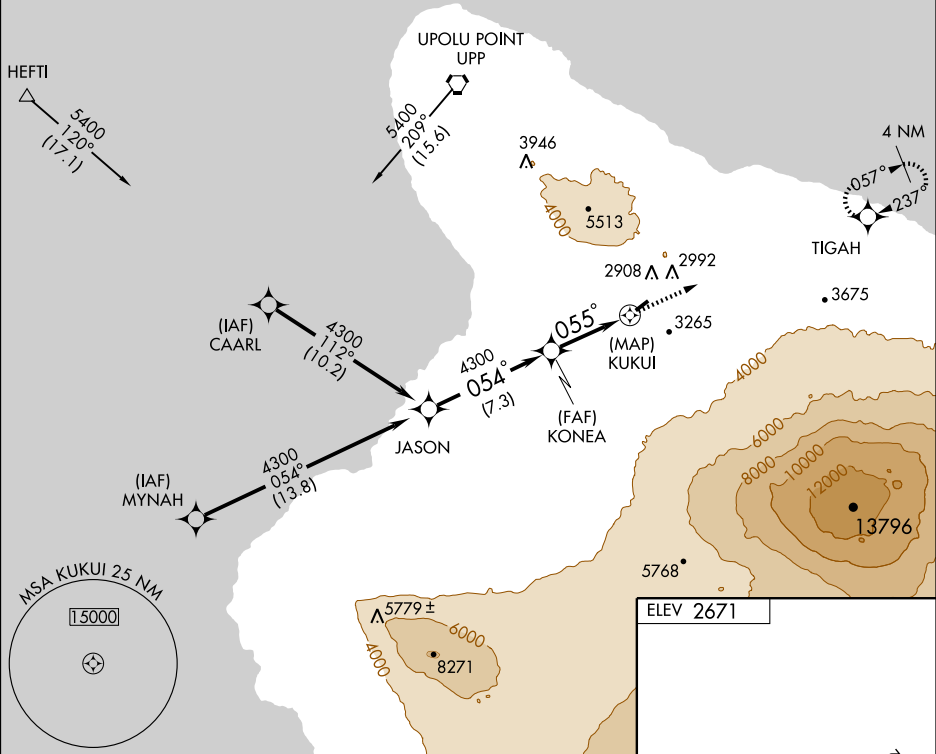
RNAV (GPS) RWY 4

KAMUELA/ WAIMEA-KOHALA(MUE)(PHMU)

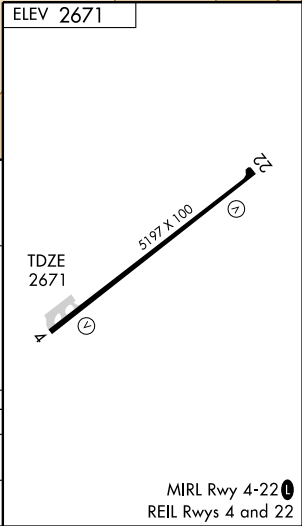
 NA	Circling not authorized NW of Rwy 04-22. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 5000 direct TIGAH WP and hold.
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AWOS-3 120.0	HCF APPROACH 126.0 278.3	CTAF 122.9 0
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Procedure NA for arrivals on UPP VORTAC Airway radials 149 CW 268.  
Procedure NA for arrivals at HEFTI on V5 northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	3220-1 549 (600-1)	3220-1½ 549 (600-1½)	3220-1¾ 549 (600-1¾)	3220-1¾ 549 (600-1¾)
CIRCLING	3520-1 849 (900-1)	3520-1¼ 849 (900-1¼)	3520-2½ 849 (900-2½)	3880-3 1209 (1300-3)



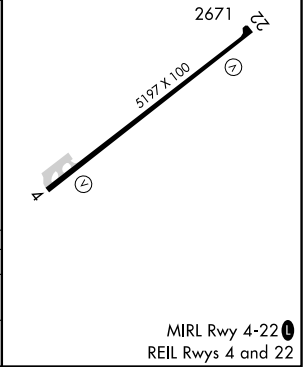
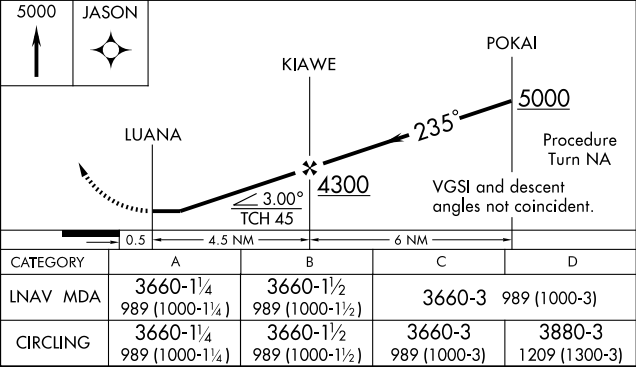
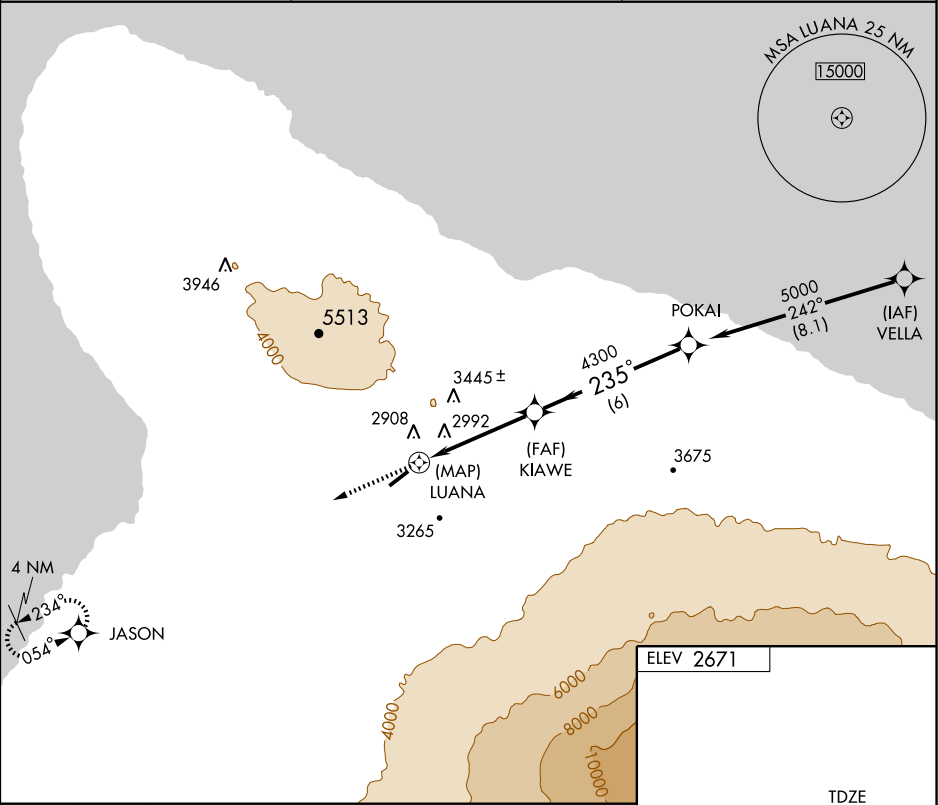
APP CRS	Rwy Idg	5197
235°	TDZE	2671
	Apt Elev	2671

RNAV (GPS) RWY 22

KAMUELA/ WAIMEA-KOHALA(MUE)(PHMU)

<div><div>▼</div><div>▲ NA</div></div>	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Circling not authorized NW of Rwy 04-22. Straight-in minimums NA at night.	MISSED APPROACH: Climb to 5000 direct JASON WP and hold.
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AWOS-3 120.0	HCF APPROACH 126.0 278.3	CTAF 122.9 0
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VOR/DME MUE	APP CRS	Rwy Idg	N/A
<b>113.3</b>	<b>237°</b>	TDZE	N/A
Chan <b>80</b>		Apt Elev	<b>2671</b>

# VOR/DME-A

KAMUELA/ WAIMEA-KOHALA(MUE)(PHMU)

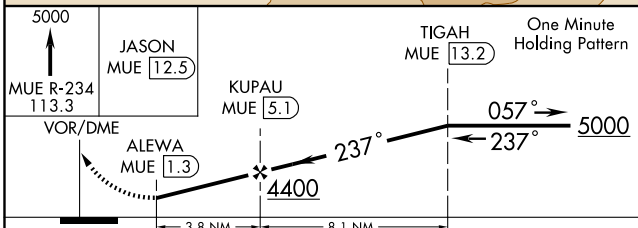
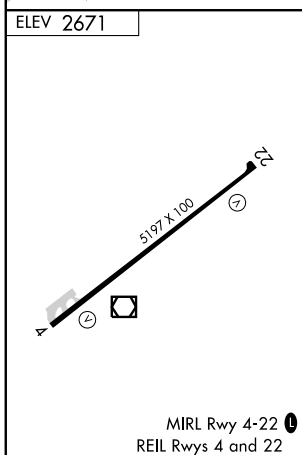
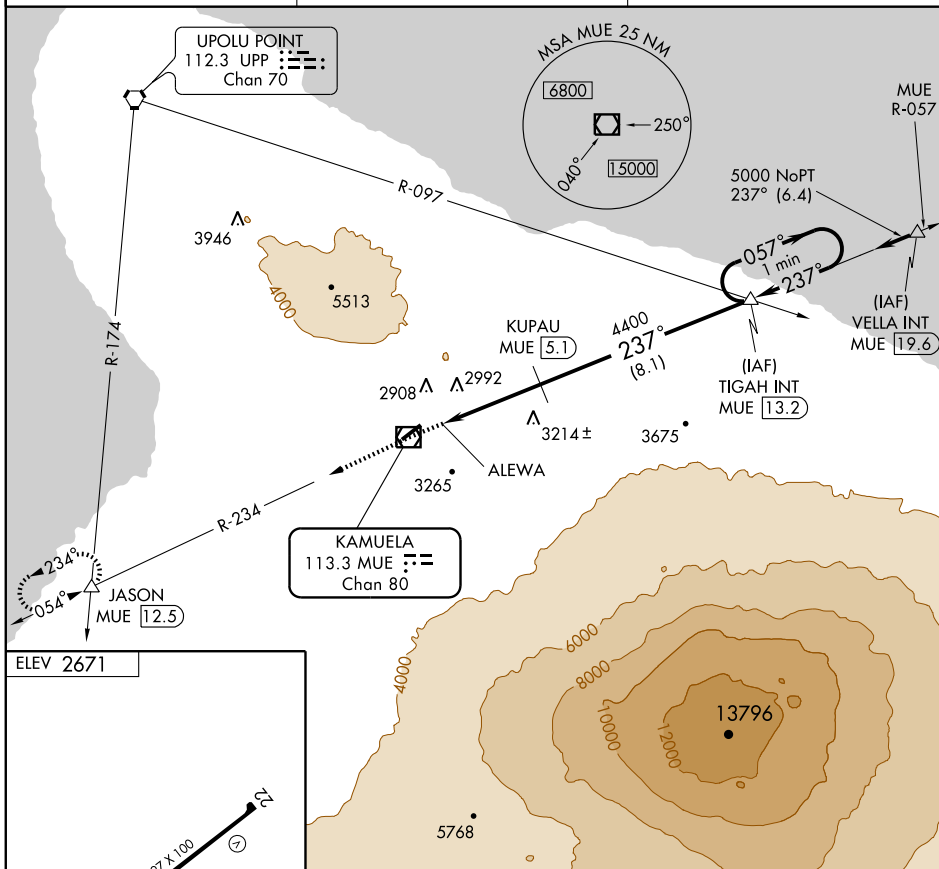
**V**  
**A** Circling NA NW of Rwy 4-22.

MISSED APPROACH: Climb to 5000 via MUE R-234 to JASON Int/12.5 DME and hold.

AWOS-3  
**120.0**

HCF APPROACH  
**126.0 278.3**

CTAF  
**122.9**



	CATEGORY					A					B					C					D				
Knots	60	90	120	150	180	3680-1¼	1009 (1100-1¼)	3680-1½	1009 (1100-1½)	3680-3	1009 (1100-3)	3880-3	1209 (1300-3)												
Min:Sec																									

VOR/DME MUE <b>113.3</b> Chan <b>80</b>	APP CRS <b>054°</b>	Rwy Idg <b>5197</b> TDZE <b>2671</b> Apt Elev <b>2671</b>
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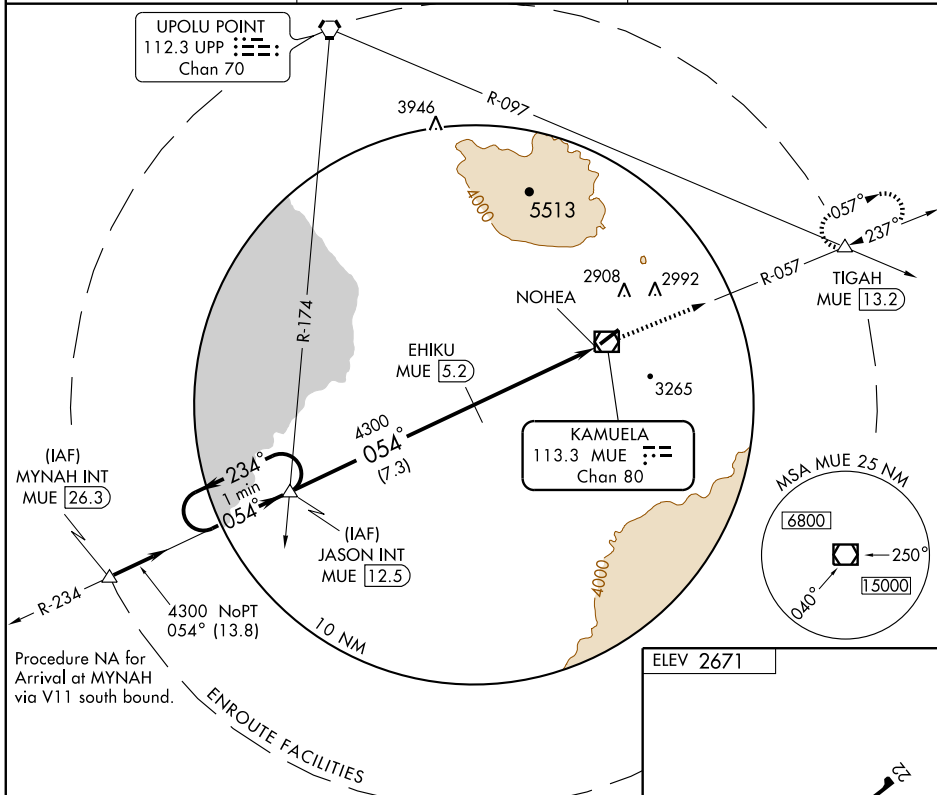
VOR/DME RWY 4  
KAMUELA/ WAIMEA-KOHALA(MUE)(PHMU)

 Circling NA NW of Rwy 4-22.

**MISSED APPROACH:** Climb to 5000 via MUE  
R-057 to TIGAH Int/13.2 DME and hold.

AWOS-3  
120.0

HCF APPROACH  
**126.0 278.3**

CTAF  
122.9 **L**

### One Minute Holding Pattern

JASON  
MUE 12.5

EHIKU  
MUE 5.2

5000

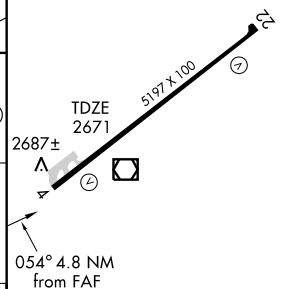
TIGAH  
MUF 132

$\frac{4300}{\text{VGSJ and descent angles not coincident.}}$

$\frac{3.00^\circ}{\text{TCH } 45}$

MUE 2.2

VOR/DME



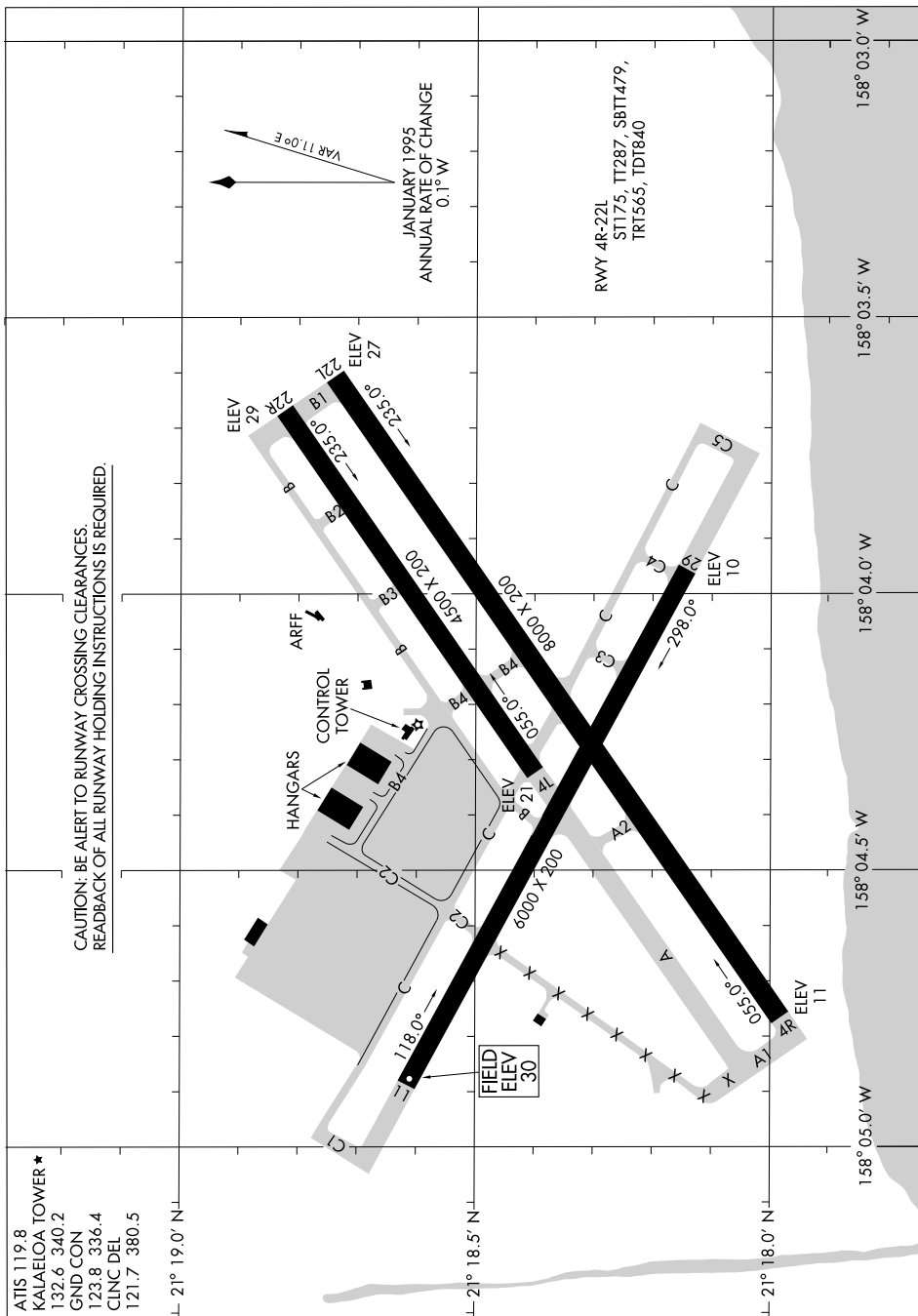
MIRL Rwy 4-22 **L**  
REIL Rwy 4 and Rwy 22

CATEGORY	A	B	C	D
S-4	3220-1	549 (600-1)	3220-1½ 549 (600-1½)	3220-1¾ 549 (600-1¾)
CIRCLING	3520-1 849 (900-1)	3520-1¼ 849 (900-1¼)	3520-2½ 849 (900-2½)	3880-3 1209 (1300-3)

Knots	60	90	120	150	180
Min:Sec					

# AIRPORT DIAGRAM

KAPOLEI/ KALAELOA (JOHN RODGERS FIELD) (JRF)(PHJR)  
AL-761 (FAA) KAPOLEI, HAWAII



NDB RWY 4R

HN LOM	APP CRS	Rwy Idg	8000
<u>242</u>	<u>037°</u>	TDZE	<u>17</u>
		Apt Elev	<u>30</u>

KAPOLEI/ KALAELOA (JOHN RODGERS FIELD) (JRF)(PHJR)

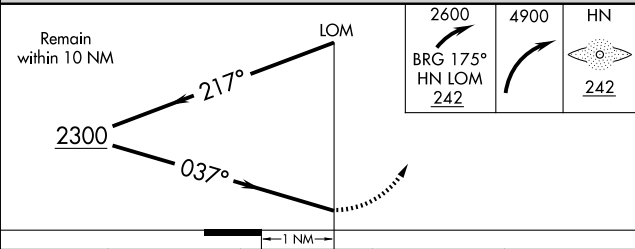
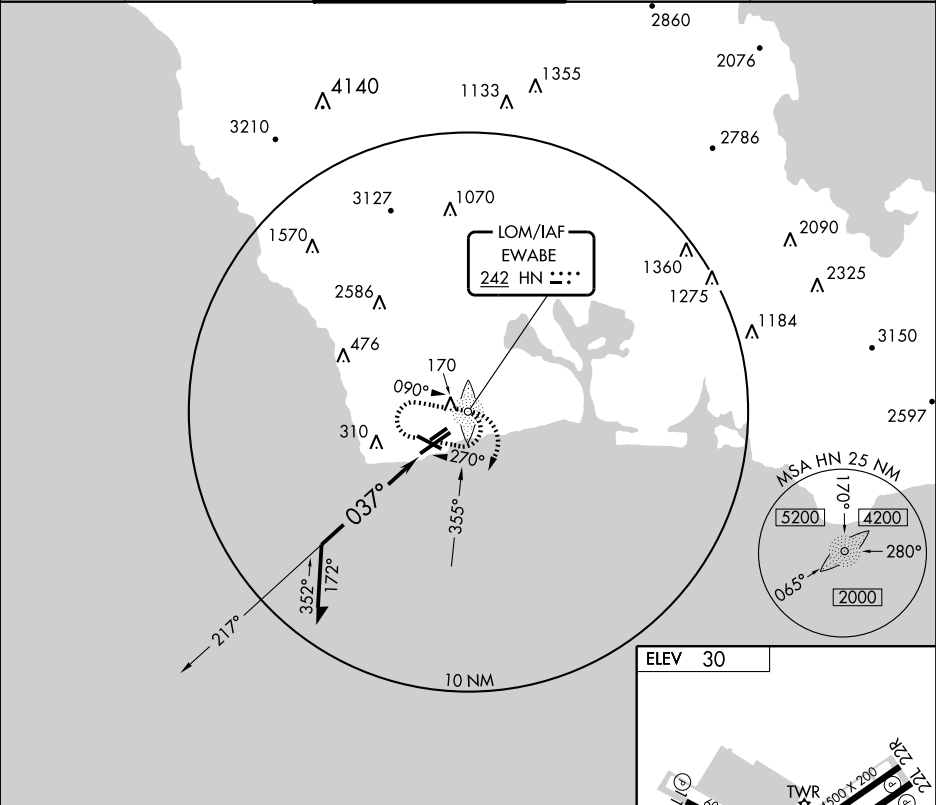
**⚠** Circling not authorized north of Rwy 11 and 22R.

**MAISF**

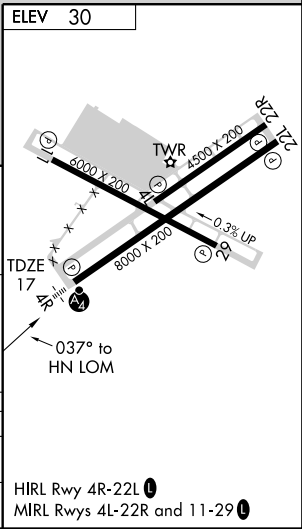
**⚠**

**MISSED APPROACH:** Climbing right turn to 2600 via 175° bearing from HN LOM, then climbing right turn to 4900 direct HN LOM and hold.

ATIS <b>119.8</b>	HCF APPROACH <b>118.3 269.0</b>	KALAELOA TOWER ★ <b>132.6(CTAF) 0 340.2</b>	GND CON <b>123.8 336.4</b>	CLNC DEL <b>121.7 380.5</b>
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CATEGORY	A	B	C	D
S-4R	800-1 783 (800-1)	800-1¼ 783 (800-1¼)	800-2¼ 783 (800-2¼)	800-2½ 783 (800-2½)
CIRCLING	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2¼ 770 (800-2¼)	800-2½ 770 (800-2½)



VORTAC HNL	APP CRS	Rwy Idg	8000
114.8	074°	TDZE	17
Chan 95		Apt Elev	30

# VOR/DME RWY 4R

KAPOLEI / KALAELOA (JOHN RODGERS FIELD) (JRF)(PHJR)

▼

Circling NA north of Rwy 11 and 22R.  
Inoperative table does not apply.

MAISF

MISSED APPROACH: Climbing right turn to 3000 via heading 248° and HNL VORTAC R-241 to GECKO/HNL 22.37 DME and hold.

ATIS 119.8	HCF APPROACH 118.3 269.0	KALAELOA TOWER ★ 132.6(CTAF) 340.2	GND CON 123.8 336.4	CLNC DEL 121.7 380.5
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Procedure NA for arrivals at GECKO via V16 southeast bound.

CATEGORY	A	B	C	D
S-4R	560-1	543 (600-1)	560-1½ 543 (600-1½)	560-1¾ 543 (600-1¾)
CIRCLING	560-1 530 (600-1)	620-1 590 (600-1)	620-1½ 590 (600-1½)	620-2 590 (600-2)

PAC. 17 DEC 2009 to 11 FEB 2010

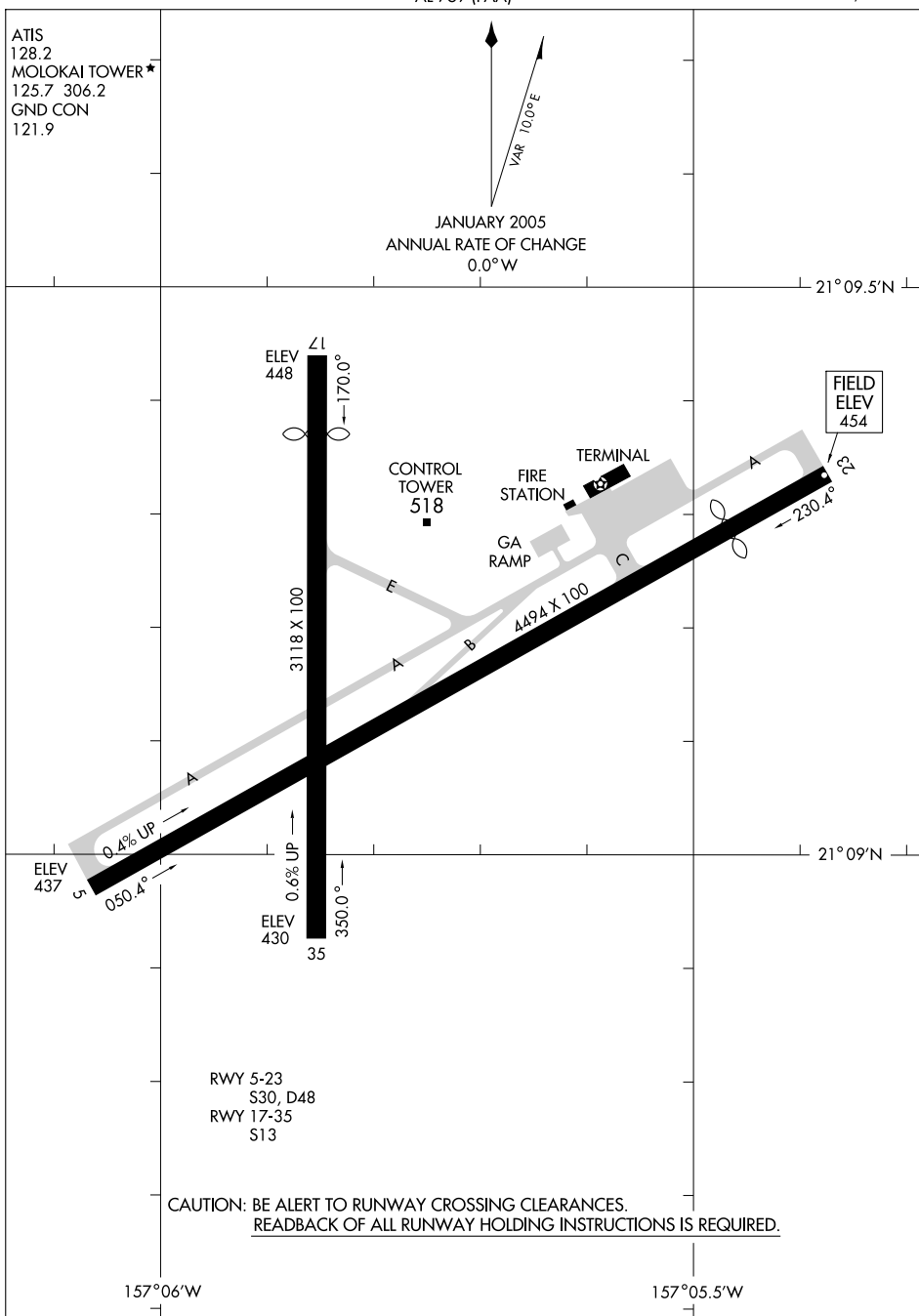
# AIRPORT DIAGRAM

KAUNAKAKAI/ MOLOKAI (MKK) (PHMK)  
KAUNAKAKAI, HAWAII

AL-759 (FAA)

ATIS  
128.2  
MOLOKAI TOWER ★  
125.7 306.2  
GND CON  
121.9

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0°W

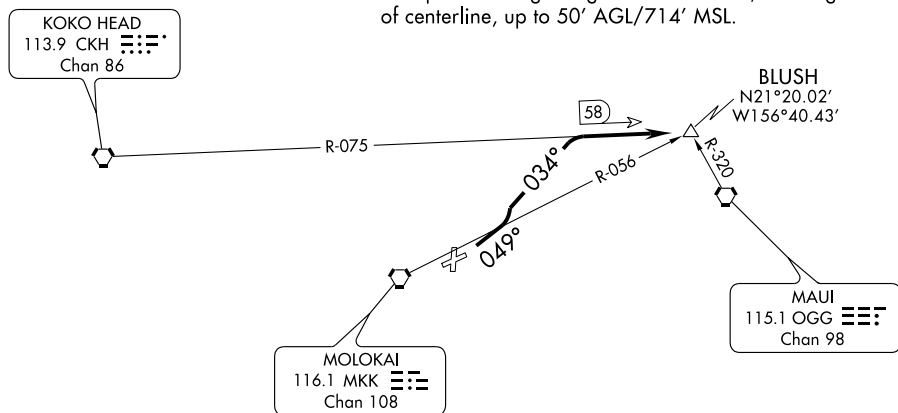


## BLUSH ONE DEPARTURE

ATIS  
128.2  
GND CON  
121.9  
MOLOKAI TOWER ★  
125.7 (CTAF) 306.2  
HCF APPROACH  
124.1 317.5

TAKE-OFF OBSTACLES:

Rwy 5: Pole 2254' from DER, 222' right of centerline, 45' AGL/565' MSL.  
Tree 1.12 NM from DER, 720' right of centerline, 50' AGL/675' MSL.  
Fenceline beginning 147' from DER, 177' left of centerline, up to 12' AGL/471' MSL.  
Multiple trees and bushes beginning 50' from DER, 273' left of centerline, up to 50' AGL/551' MSL.  
Obstruction light 1366' from DER, 79' right of centerline, 30' AGL/528' MSL.  
Multiple poles beginning 3065' from DER, 644' left of centerline, up to 45' AGL/623' MSL.  
Multiple trees beginning 4155' from DER, 184' right of centerline, up to 50' AGL/714' MSL.

TAKE-OFF MINIMUMS:

Rwy 17, 35, 23: NA, ATC.

Rwy 5: STANDARD with minimum obstacle  
climb of 395' per NM to 1600'.

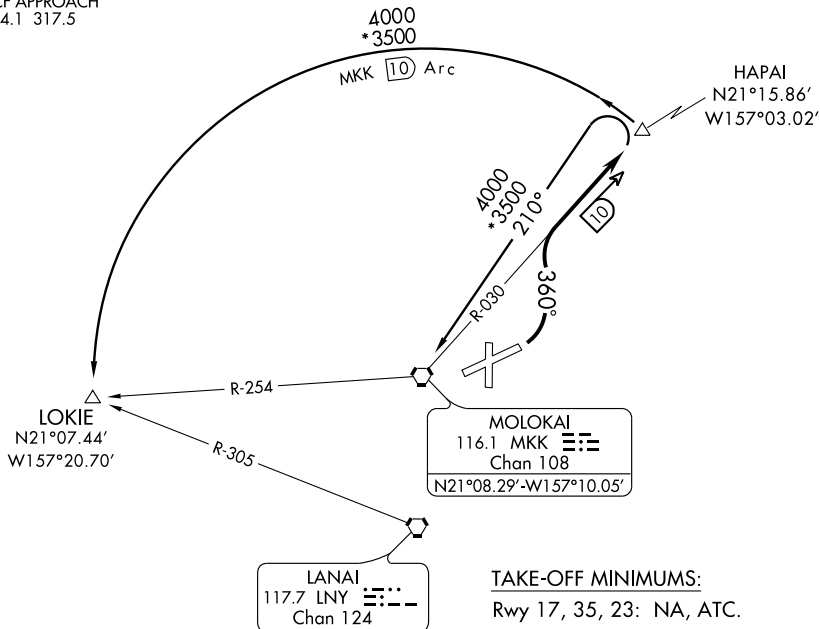
NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via 049° heading to 860, then climbing left turn to 5000 via 034° heading and CKH R-075 to BLUSH INT.

ATIS  
128.2  
GND CON  
121.9  
MOLOKAI TOWER★  
125.7 (CTAF) 306.2  
HCF APPROACH  
124.1 317.5



#### TAKE-OFF MINIMUMS:

Rwy 17, 35, 23: NA, ATC.

Rwy 5: STANDARD with minimum obstacle climb of 395' per NM to 1600'.

NOTE: DME Required.

#### TAKE-OFF OBSTACLES:

Rwy 5: Pole 2254' from DER, 222' right of centerline, 45' AGL/565' MSL.

Tree 1.12 NM from DER, 720' right of centerline, 50' AGL/675' MSL.

Fenceline beginning 147' from DER, 177' left of centerline, up to 12' AGL/471' MSL.

Multiple trees and bushes beginning 50' from DER, 273' left of centerline, up to 50' AGL/551' MSL.

Obstruction light 1366' from DER, 79' right of centerline, 30' AGL/528' MSL.

Multiple poles beginning 3065' from DER, 644' left of centerline, up to 45' AGL/623' MSL.

Multiple trees beginning 4155' from DER, 184' right of centerline, up to 50' AGL/714' MSL.

NOTE: Chart not to scale

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climbing left turn via 360° heading and MKK VORTAC 10 DME Arc CCW to HAPAI/10 DME. Thence. . .

. . . via (Transition). Maintain 4,000.

LOKIE TRANSITION (HAPAI2.LOKIE): From over HAPAI via MKK VORTAC 10 DME Arc CCW to LOKIE.

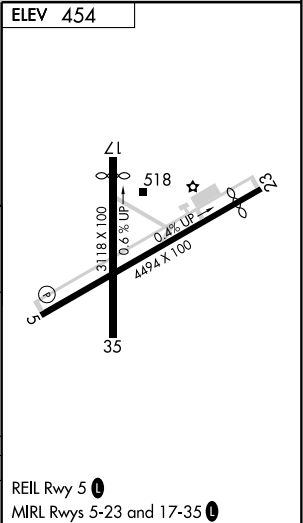
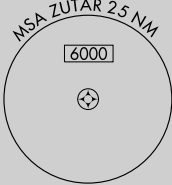
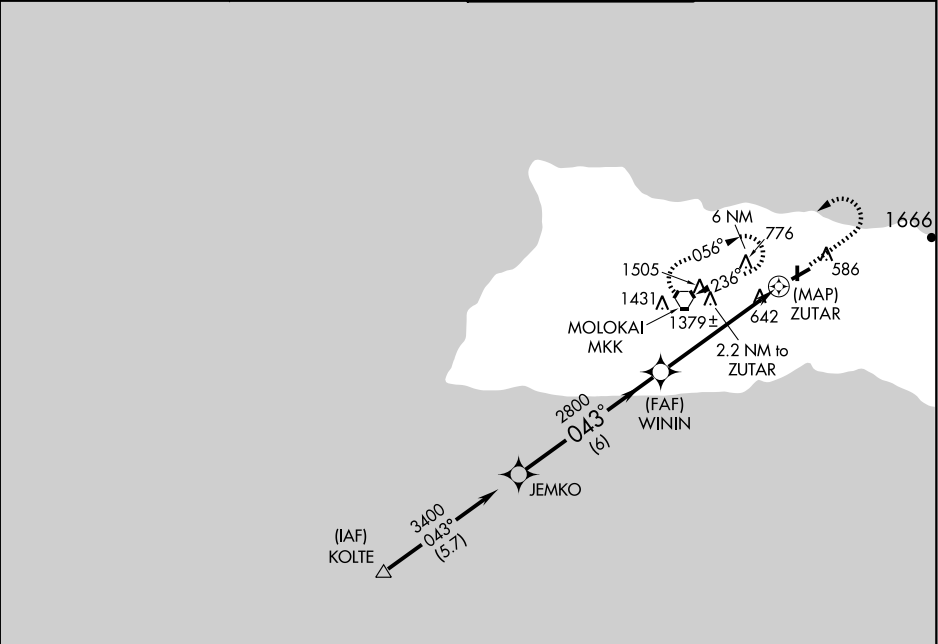
MOLOKAI TRANSITION (HAPAI2.MKK): From over HAPAI via 210° heading and MKK R-030 to MKK VORTAC.

RNAV (GPS)-B

KAUNAKAKAI/MOLOKAI (MKK)(PHMK)

APP CRS	Rwy Idg	N/A
043°	TDZE	N/A
	Apt Elev	454

<div><div></div><div>NA</div></div> <div>GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.</div>		MISSED APPROACH: Climb to 1400 then climbing left turn to 5000 direct MKK VORTAC and hold.	
ATIS 128.2	HCF APPROACH 124.1 317.5	MOLOKAI TOWER ★ 125.7 (CTAF) 306.2	GND CON 121.9





JEMKO		1400	5000	MKK
3400	WININ	2800	2020	ZUTAR
Procedure Turn NA	2.2 NM to ZUTAR	0.5		
6 NM		2.8 NM	2.2 NM	0.5
CATEGORY	A	B	C	D
CIRCLING	980-1 526 (600-1)	1080-1 3/4 626 (700-1 3/4)	1460-3 1006 (1100-3)	

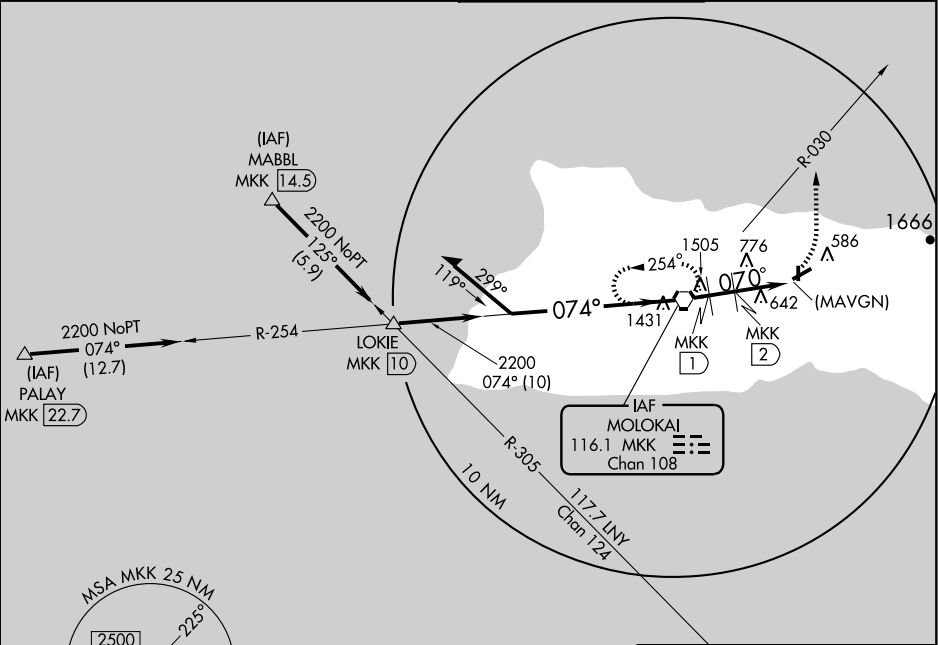
REIL Rwy 5 0  
MIRL Rwys 5-23 and 17-35 0

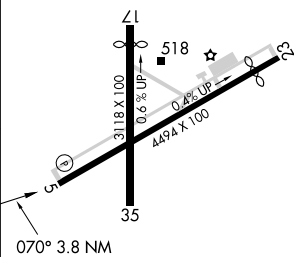
VORTAC MKK <b>116.1</b> Chan <b>108</b>	APP CRS <b>070°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>454</b>
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VOR or TACAN or GPS-A  
KAUNAKAKAI/MOLOKAI (MKK) (PHMK)

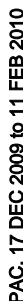
 	MISSED APPROACH: Climbing left turn via heading 360° to join the MKK R-030 northeast to 3500. Then left turn direct MKK VORTAC and hold.
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ATIS <b>128.2</b>	HCF APPROACH <b>124.1 317.5</b>	MOLOKAI TOWER ★ <b>125.7 (CTAF) 306.2</b>	GND CON <b>121.9</b>
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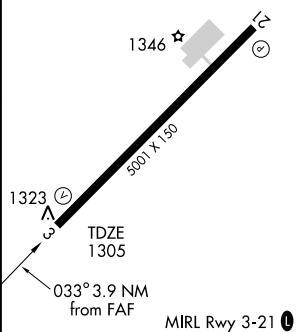


ELEV 454			
			
REIL Rwy 5 1 MIRL Rws 5-23 and 17-35 1			
FAF to MAP 3.8 NM			
DME MINIMUMS			
CIRCLING	1800-1 1346 (1400-1 1/4)	1800-1 1/2 1346 (1400-1 1/2)	1800-3 1346 (1400-3)
CIRCLING	1040-1 586 (600-1)	1080-1 3/4 626 (700-1 3/4)	1460-3 1006 (1100-3)

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3000 via LNY R-278 to GRAMY Int/LNY 10 DME and hold.

CTAF  
122.9 **L**

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:21	1:08





VORTAC LNY <b>117.7</b> Chan <b>124</b>	APP CRS <b>098°</b>	Rwy Idg TDZE Apt Elev <b>1308</b>	<b>N/A</b> <b>N/A</b>
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VOR or TACAN or GPS-A  
LANAI CITY/LANAI (LNY)(PHNY)

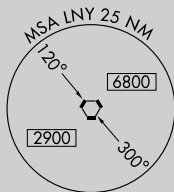
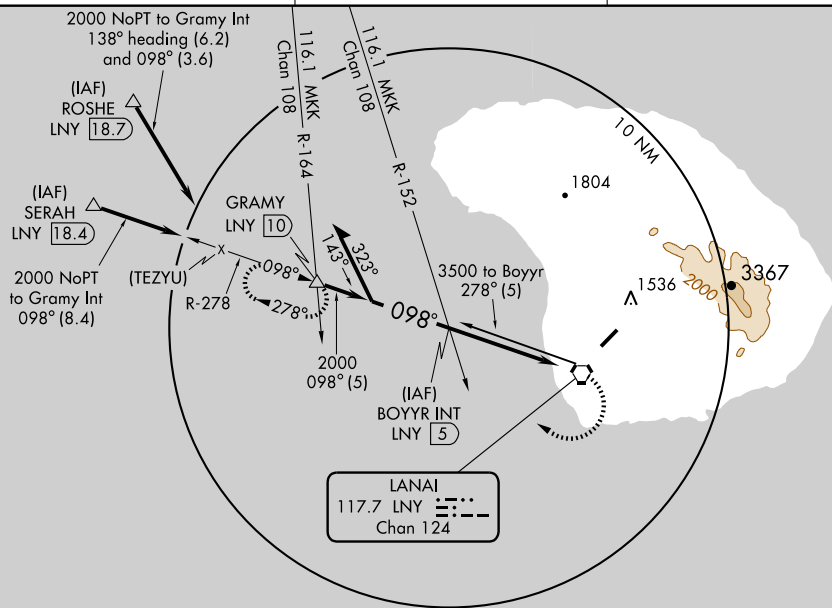
**T** When local altimeter not received, procedure not authorized, except for operators with approved weather reporting service.

**MISSED APPROACH:** Climbing right turn to 2000 via LNY R-278 to GRAMY Int/LNY 10 DME and hold.

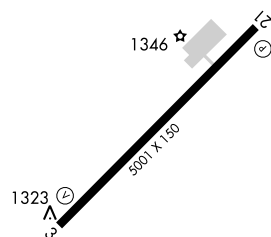
ASOS  
118,375

HCF APPROACH  
119.3 307.1

CTAF  
122.9 **L**



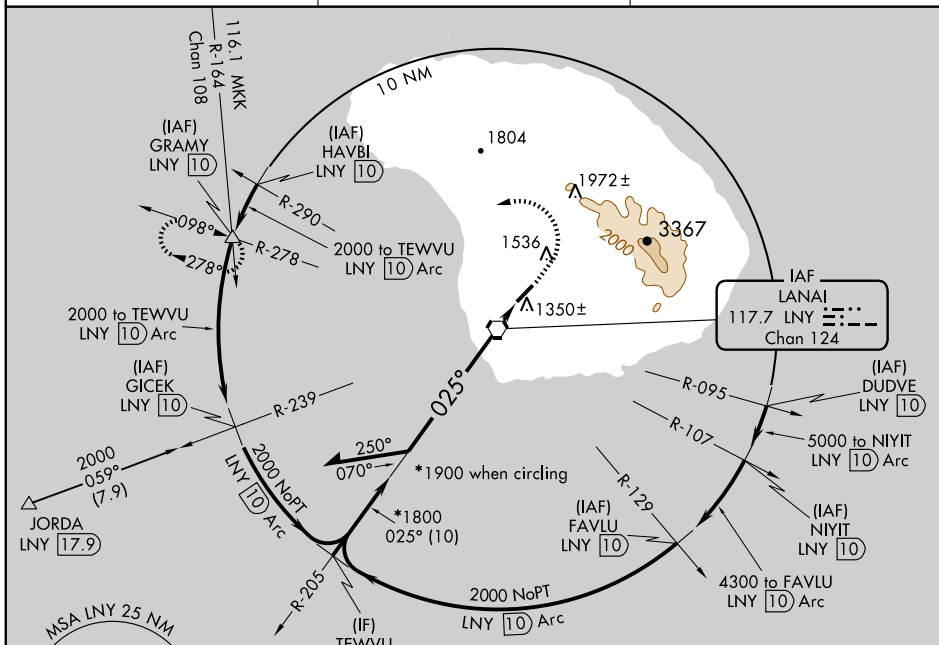
ELEV 1308

MIRL Rwy 3-21 **L**

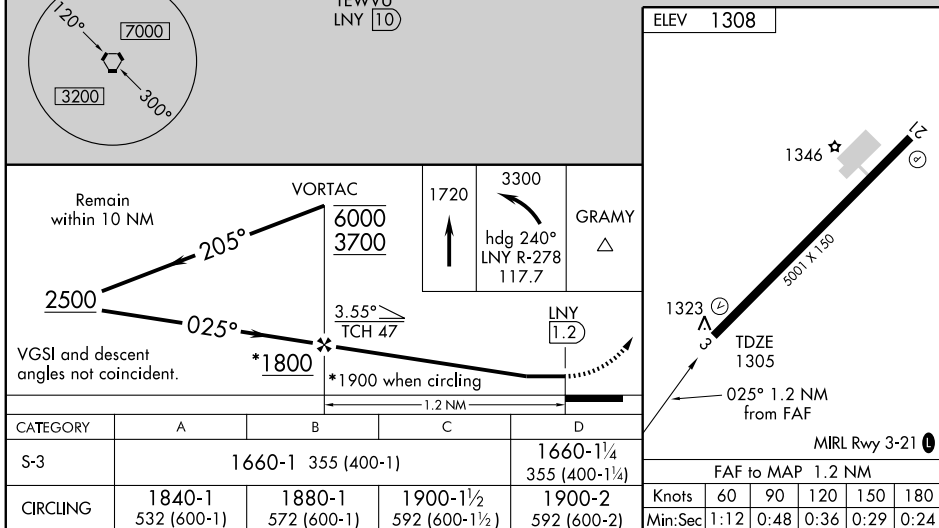
CATEGORY	A	B	C	D						
CIRCLING	1840-1½	1880-1½	1900-1½	1900-2	Knots	60	90	120	150	180
	532 (600-1½)	572 (600-1½)	592 (600-1½)	592 (600-2)	Min:Sec					

**MISSED APPROACH:** Climb to 1720 then climbing left turn to 3300 via heading 240° and LNY VORTAC R-278 to GRAMY Int/LNY 10 DME and hold.

CTAF  
122.9 **L**



PAC. 17 DEC 2009 to 11 FEB 2010



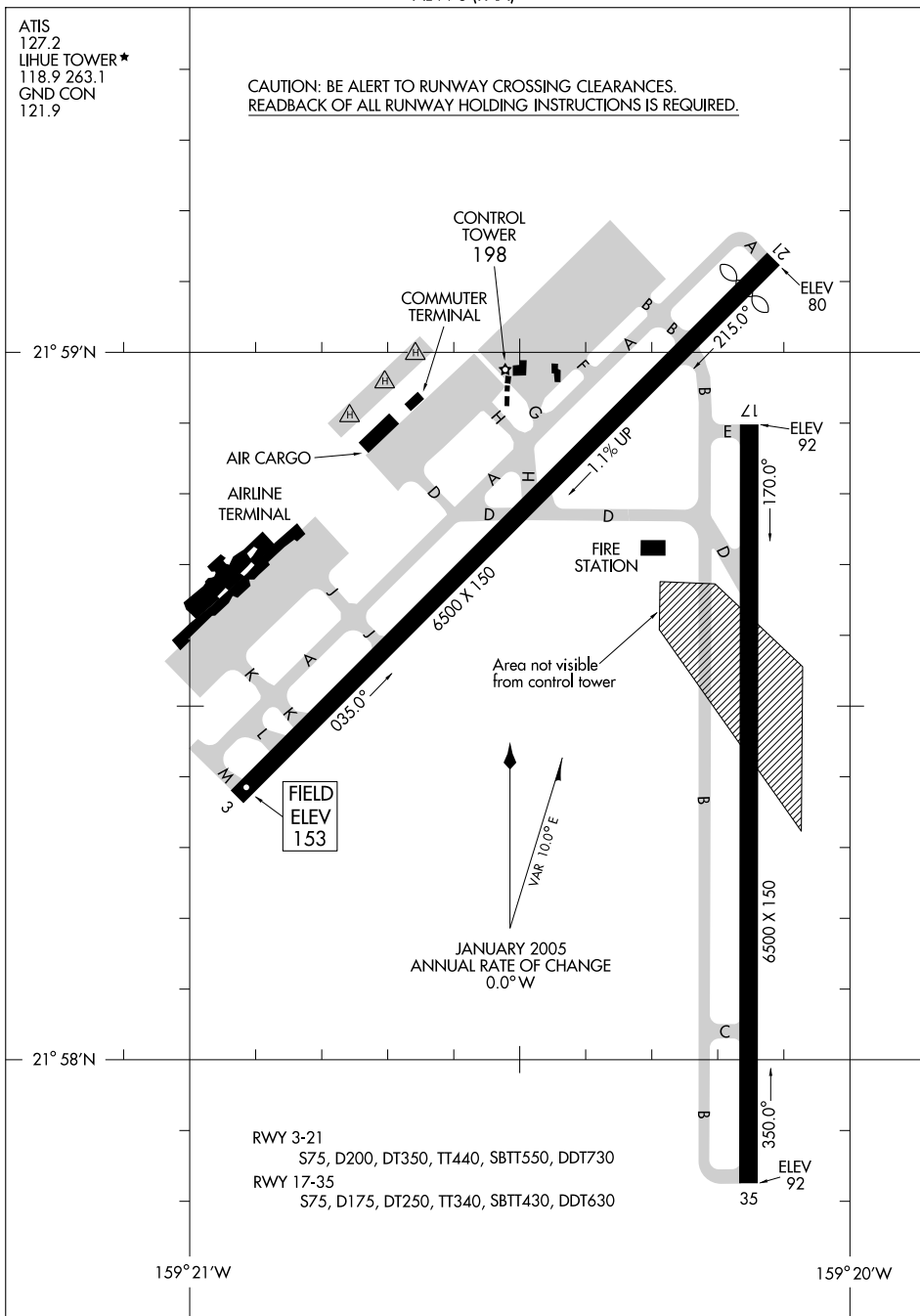
# AIRPORT DIAGRAM

AL-776 (FAA)

 LIHUE (LIH)(PHLI)  
 LIHUE, HAWAII

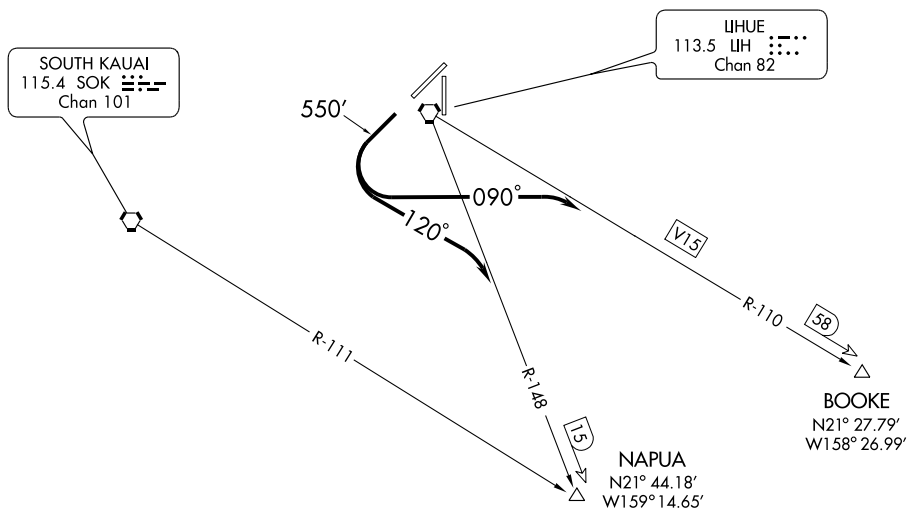
ATIS  
 127.2  
 LIHUE TOWER ★  
 118.9 263.1  
 GND CON  
 121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



## DIANE ONE DEPARTURE

ATIS  
127.2  
GND CON  
121.9  
LIHUE TOWER★  
118.9 (CTAF) 263.1  
HCF APPROACH  
126.5 269.4



TAKE-OFF MINIMUMS: Rwy 21, 2400-3

NOTE: Honolulu CERAP radio call is "Honolulu Center".

NOTE: Ridgeline 1.5 NM south to 6 NM southwest, 900' to 2400' MSL.

NOTE: Terrain heights to 2297' MSL occur within 4.2 NM southwest of the airport.

NOTE: This Departure not authorized for Rwy 3, Rwy 17, Rwy 35.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION



TAKE-OFF RUNWAY 21:

To V15: Climb runway heading to 550 then climbing left turn, heading 090°, to intercept LIH R-110 (V15), maintain 5000, direct BOOKE INT or as assigned.

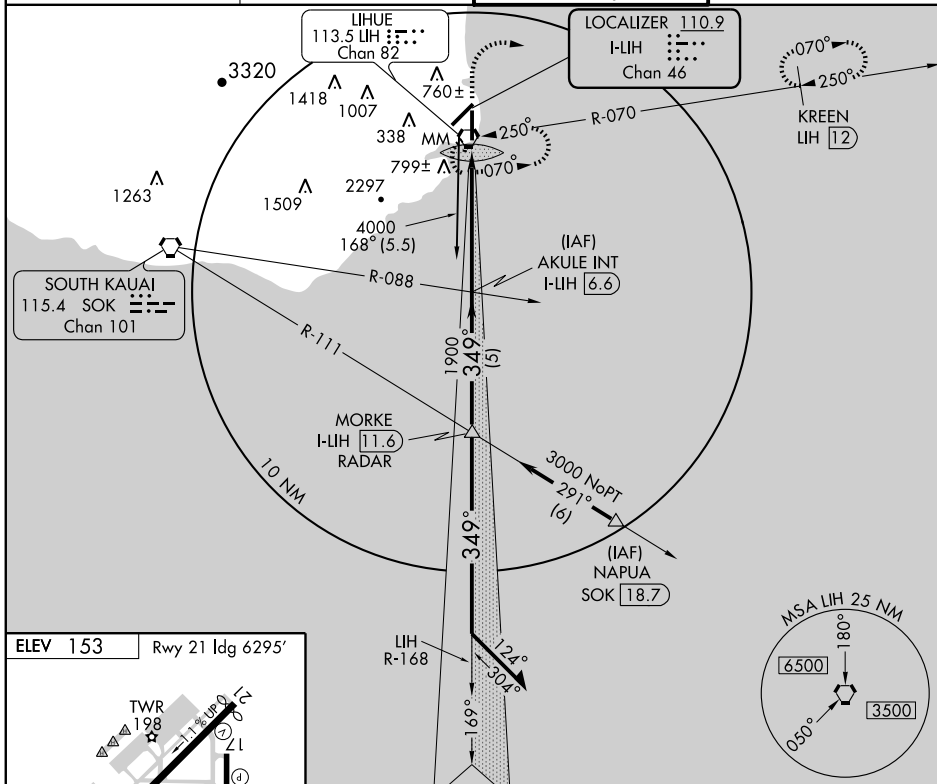
To LIH R-148: Climb runway heading to 550, then climbing left turn, heading 120°, to intercept LIH R-148, maintain 3000, direct NAPUA INT or as assigned.

LOC/DME I-LIH <b>110.9</b> Chan <b>46</b>	APP CRS <b>349°</b>	Rwy Idg <b>6500</b> TDZE <b>96</b> Apt Elev <b>153</b>
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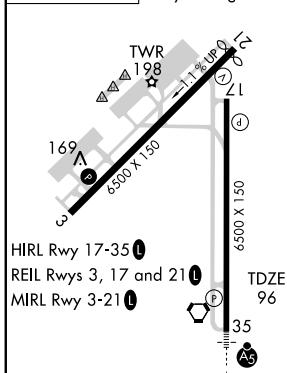
ILS or LOC RWY 35  
LIHUE (LIH)(PHLI)

<div style="text-align: center;">  </div>	<p>Circling NA west of Rwy 17-35.          Circling NA at night.          For inoperative MALSR, increase S-LOC          Cat. D and E visibility to 1 mile.</p>	<div style="text-align: center;">  </div>	<p><b>MALSR</b></p> <p><b>MISSED APPROACH:</b> Climb to 600 then climbing right turn to 3000 via LIH R-070. DME aircraft continue to KREEN/LIH 12 DME and hold. Non-DME aircraft continue climb to 4000 then right turn direct LIH VORTAC and hold East, left turn, 250° inbound.</p>
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ATIS 127.2	HCF APPROACH 126.5 269.4	LIHUE TOWER★ 118.9(CTAF) 263.1	GND CON 121.9
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ELEV 153	Rwy 21 ldg 6295'
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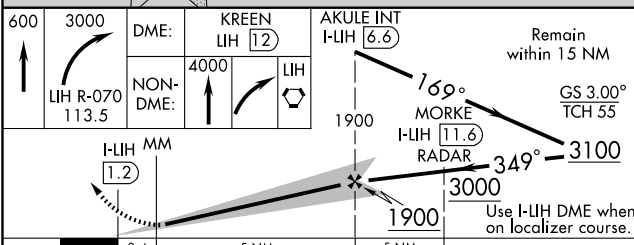


HIRL Rwy 17-35 **L**  
REIL Rwy 3, 17 and 21 **L**  
MIRL Rwy 3-21 **L**

349° 5.4 NM

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 35	296- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )				
S-LOC 35	400- $\frac{1}{2}$ 304 (300- $\frac{1}{2}$ )			400- $\frac{3}{4}$ 304 (300- $\frac{3}{4}$ )	
CIRCLING	520-1 367 (400-1)	620-1 467 (500-1)	620-1 $\frac{1}{2}$ 467 (500-1 $\frac{1}{2}$ )	720-2 567 (600-2)	NA

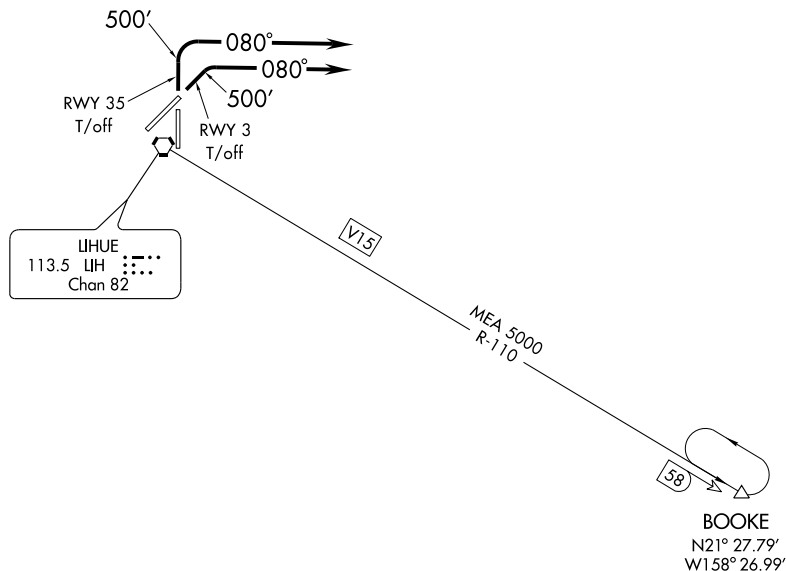
(LIH5.BOOKE) 07130

SL-776 (FAA)

LIHUE (LIH)(PHLI)  
LIHUE, HAWAII

# LIHUE FIVE DEPARTURE

ATIS  
127.2  
GND CON  
121.9  
LIHUE TOWER★  
118.9 (CTAF) 263.1  
HCF APPROACH  
126.5 269.4



NOTE: DME Required.

NOTE: Honolulu CERAP radio call is "Honolulu Center".

NOTE: Chart not to scale.



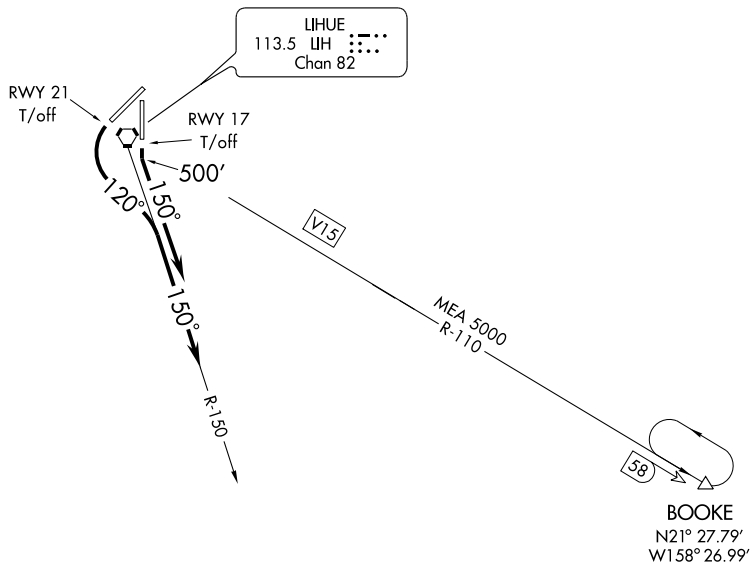
## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 3 and 35: Climb runway heading to 500, then climbing right turn to heading 080°, expect radar vectors to intercept LIH R-110 to BOOKE DME fix. MEA 5000.

LOST COMMUNICATIONS: If not in contact with Honolulu CERAP one minute after departure, maintain SID heading until 10 NM east of LIH VORTAC, then intercept LIH R-110 to BOOKE DME fix. MEA 5000.

## RICHE TWO DEPARTURE

ATIS  
127.2  
GND CON  
121.9  
LIHUE TOWER★  
118.9 (CTAF) 263.1  
HCF APPROACH  
126.5 269.4



NOTE: DME Required.

NOTE: Honolulu CERAP radio call is "Honolulu Center".

NOTE: Terrain heights to 2297' occur within 4.5 NM southwest of the airport.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 17:** Climb runway heading to 500 feet, then climbing left turn to heading 150°, expect radar vectors to intercept LIH R-110 to BOOKE DME fix. MEA 5000.

**TAKE-OFF RUNWAY 21:** Immediate climbing left turn to heading 120° until crossing LIH R-150, thence fly heading 150°, expect radar vectors to intercept LIH R-110 to BOOKE DME fix. MEA 5000.

**LOST COMMUNICATIONS:** If not in contact with Honolulu CERAP one minute after departure, maintain SID heading until 10 NM southeast of LIH VORTAC, then intercept LIH R-110 to BOOKE DME fix. MEA 5000.

APP CRS	Rwy Idg	6500
184°	TDZE	99
	Apt Elev	153

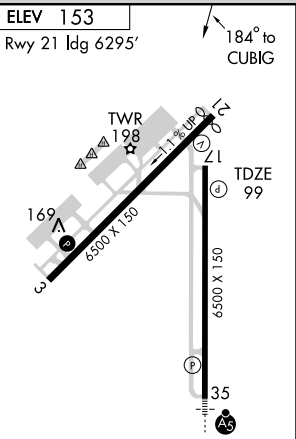
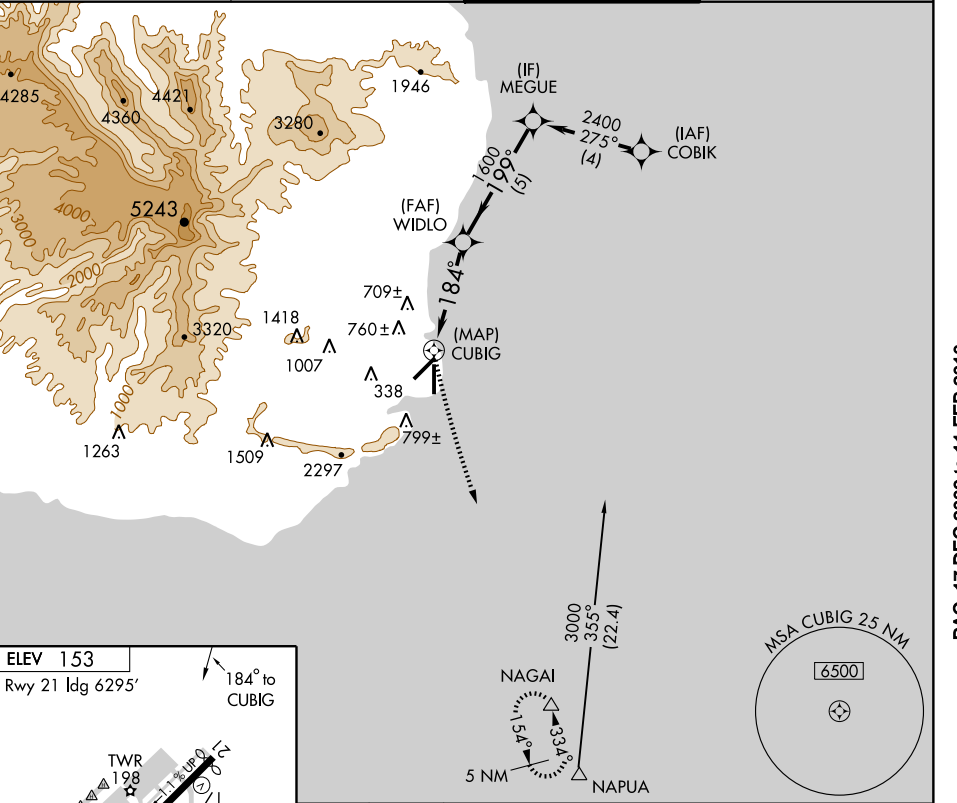
▼

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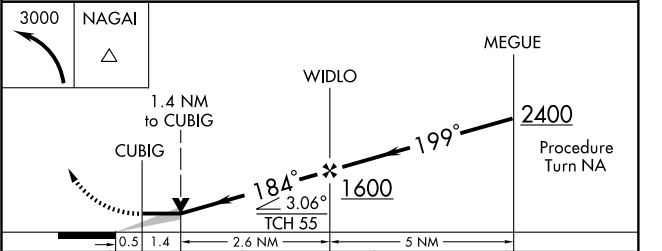
Circling NA between Rwys 3 and 35.  
DME/DME RNP-0.3 NA.  
Circling NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct NAGAI and hold.

ATIS 127.2	HCF APPROACH 126.5 269.4	LIHUE TOWER★ 118.9(CTAF) 263.1	GND CON 121.9
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HIRL Rwy 17-35  
REIL Rws 3, 17 and 21  
MIRL Rwy 3-21

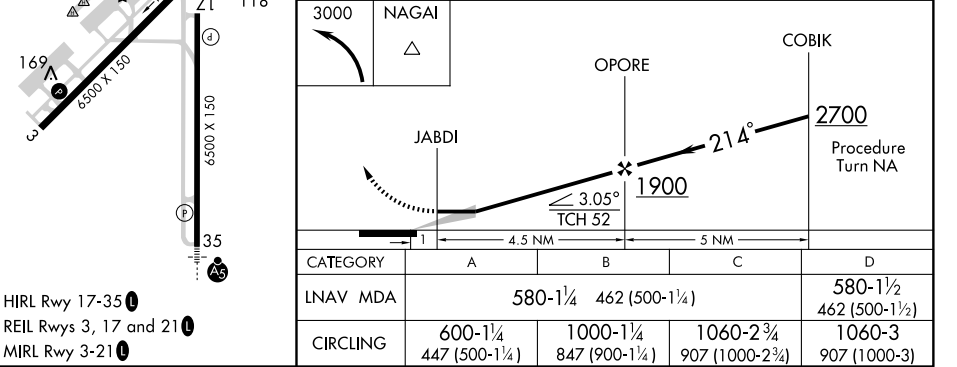
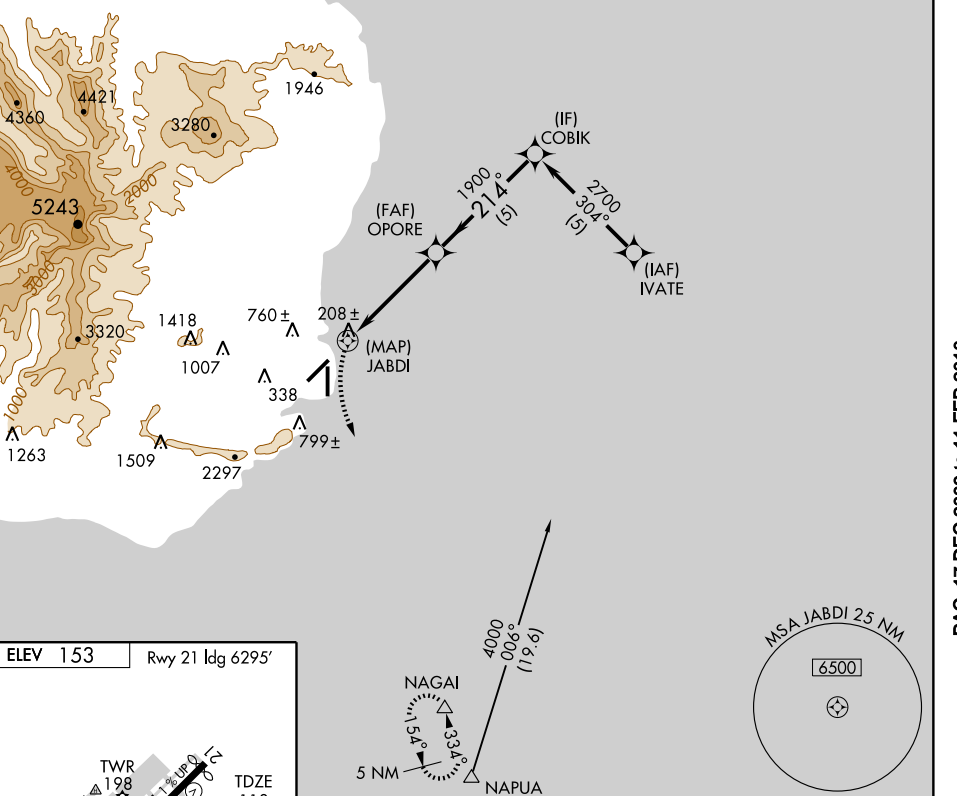


CATEGORY	A	B	C	D
LNNAV MDA	740-1 641 (600-1)	740-1 641 (600-1)	740-1 641 (600-1)	740-2 641 (600-2)
CIRCLING	740-1 587 (600-1)	1000-1 847 (900-1 1/4)	1060-2 907 (1000-2 3/4)	1060-3 907 (1000-3)

DME/DME RNP-0.3 NA.  
 Circling NA between Rwys 3 and 35.  
 Circling NA at night.

MISSED APPROACH: Climbing left turn  
 to 3000 direct NAGAI and hold.

ATIS <b>127.2</b>	HCF APPROACH <b>126.5 269.4</b>	LIHUE TOWER ★ <b>118.9 (CTAF) 0 263.1</b>	GND CON <b>121.9</b>
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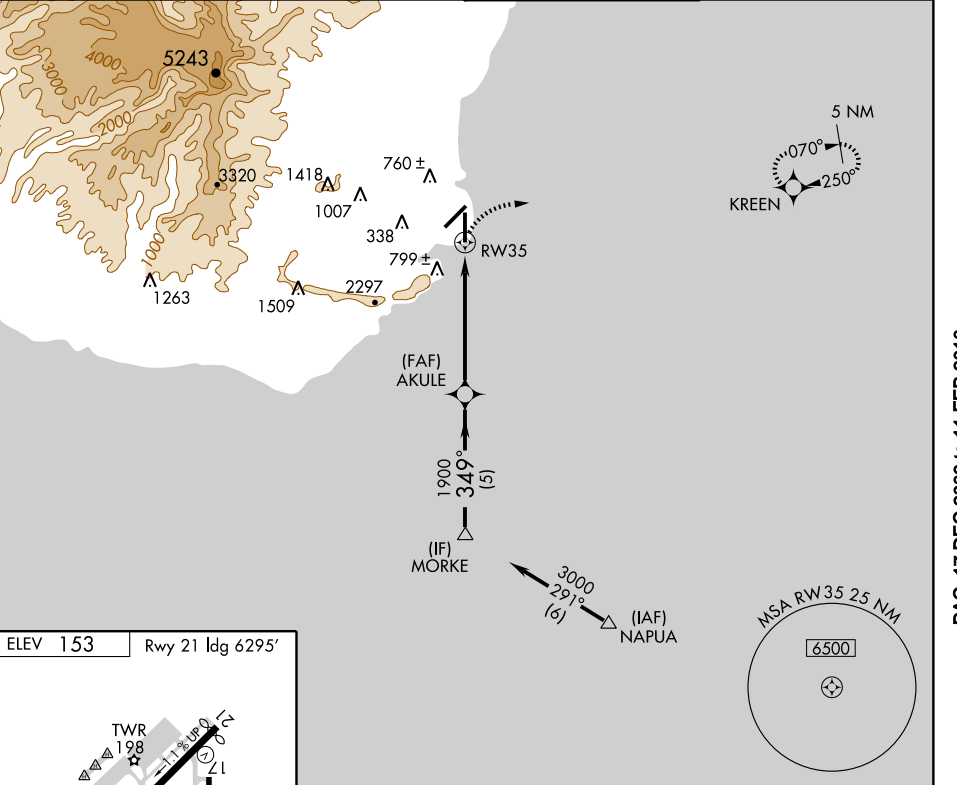
APP CRS	Rwy Idg	6500
349°	TDZE	96
	Apt Elev	153

**⚠** For inoperative MALSR, increase LNAV Cat. A visibility to 1 mile and Cat. E to 3 miles. Circling NA west of Rwy 17-35.  
**⚠** Circling NA at night. DME/DME RNP-0.3 NA.

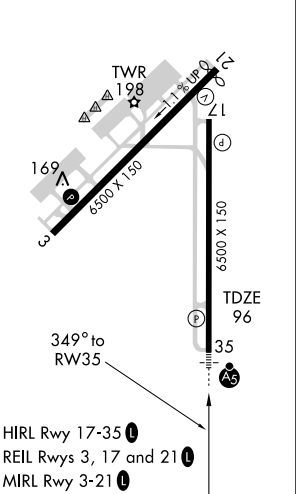
MALSR

MISSED APPROACH: Climbing right turn to 3000 direct KREEN WP and hold.

ATIS 127.2	HCF APPROACH 126.5 269.4	LIHUE TOWER★ 118.9 (CTAF) 0 263.1	GND CON 121.9
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ELEV 153	Rwy 21 Idg 6295'
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CATEGORY	A	B	C	D	E
LNAV MDA	920-3/4 824 (800-3/4)		920-2 824 (800-2)	920-2 1/4 824 (800-2 1/4)	920-2 1/2 824 (800-2 1/2)
CIRCLING	920-1 767 (800-1)	920-1 1/4 767 (800-1 1/4)	920-2 1/4 767 (800-2 1/4)	920-2 1/2 767 (800-2 1/2)	NA

APP CRS <b>214°</b>	Rwy Idg TDZE Apt Elev	<b>6295</b> <b>118</b> <b>153</b>
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## RNAV (RNP) Z RWY 21

LIHUE (LIH)(PHLI)

**NA** \*Missed approach requires minimum climb rate of 350 feet per NM to 2500. For uncompensated Baro-VNAV systems, procedure NA below 14° C (57°F) or above 48° C (119°F). GPS REQUIRED.

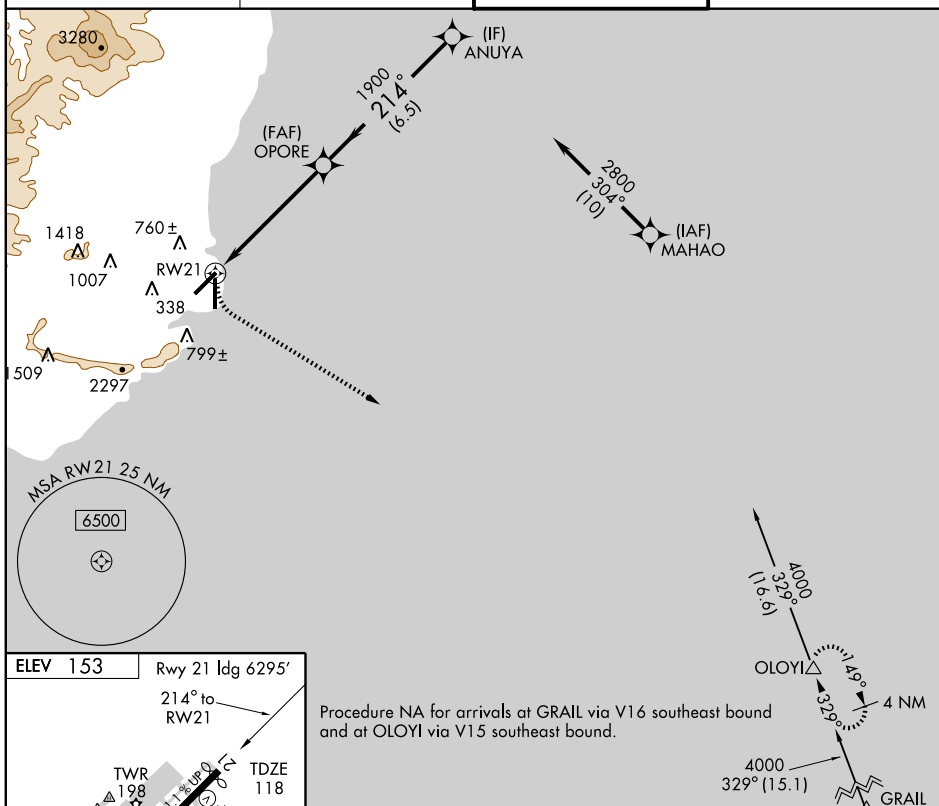
**MISSED APPROACH:** Climbing left turn to 3000 direct OLOYI and hold.

ATIS  
127.2

HCF APPROACH  
126.5 269.4

LIHUE TOWER★  
118.9(CTAF) **L** 263.1

GND CON  
121.9



ELEV	153
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Rwy 21 Idg 6295'

214° to \_\_\_\_\_

RW21 

TDZE

118



(d)

# N

150

10 X

650

P

3.5



A5

d 21 **L**

Procedure NA for arrivals at GRAIL via V16 southeast bound and at OLOYI via V15 southeast bound.

3000	OLOYI
	

Procedure  
Turn  
NA

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 52}$$

VGSI and RNAV glidepath not coincident.

CATEGORY	3.5 NM		6.5 NM		D
	A	B	C		
RNP 0.30 DA *	663-2 545 (600-2)				
RNP 0.30 DA	1078-4 960 (1000-4)				

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>96</b> <b>153</b>
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## RNAV (RNP) Z RWY 35

LIHUE (LIH)(PHLI)

**GPS REQUIRED.** For inoperative MALSR, increase RNP 0.30 visibility to  $1\frac{3}{4}$ . For uncompensated Baro-VNAV systems, procedure NA below 14°C (57°F) or above 48°C (119°F).

MALSR



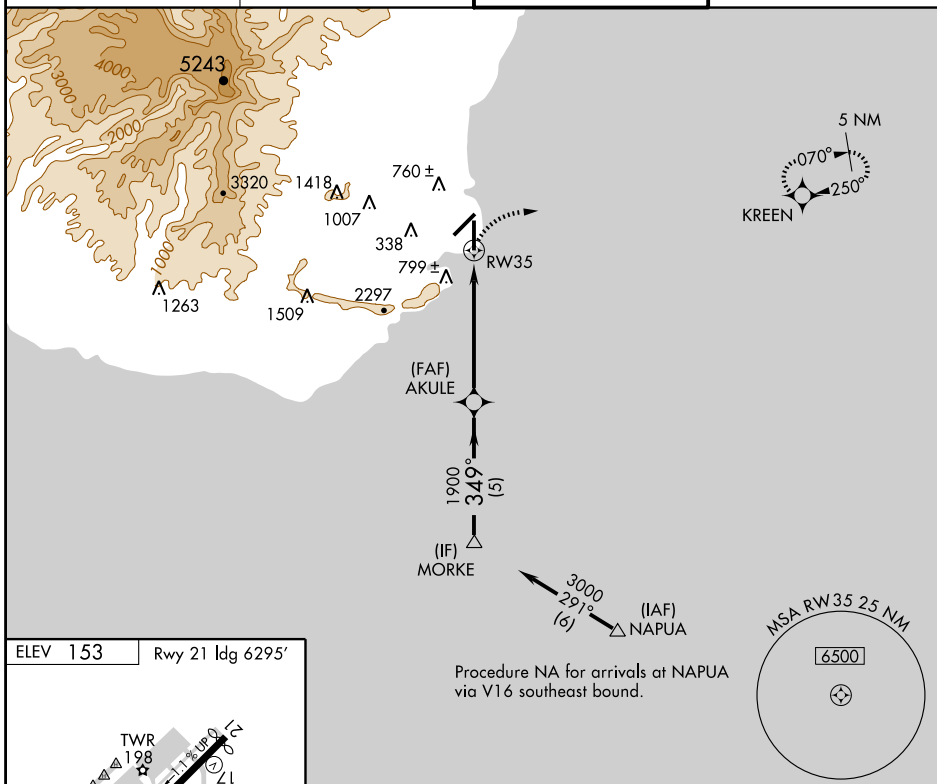
**MISSED APPROACH:** Climbing right turn to 3000 direct KREEN and hold.

ATIS  
127.2

HCF APPROACH  
126.5 269.4

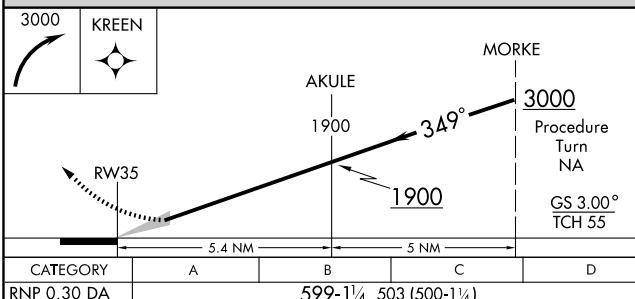
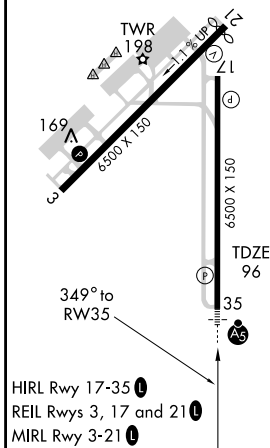
LIHUE TOWER★  
118.9 (CTAF) **L** 263.1

GND CON  
121.9



PAC. 17 DEC 2009 to 11 FEB 2010


ELEV 153	Rwy 21 ldg 6295'
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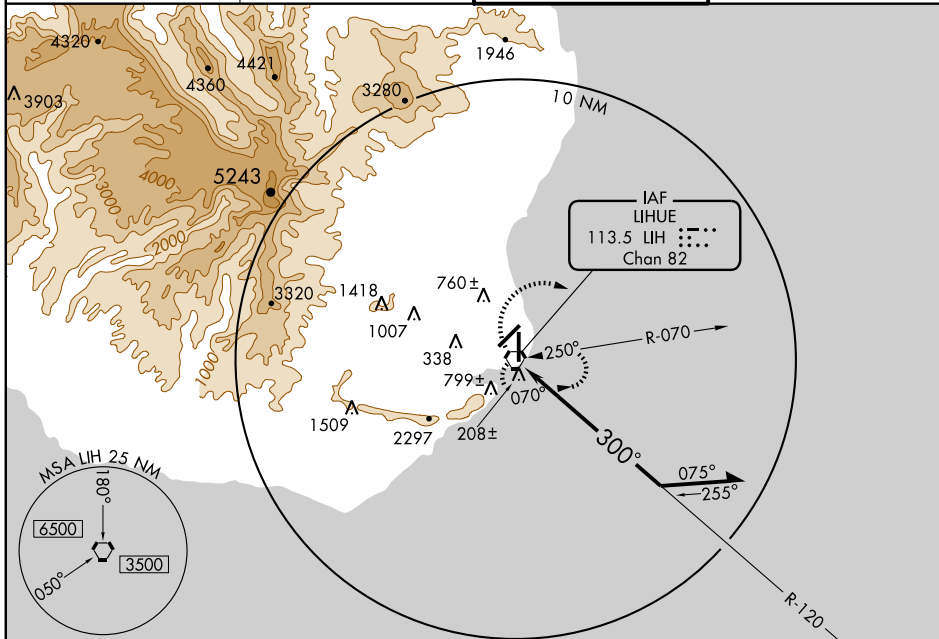
**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

VORTAC LIH <b>113.5</b> Chan <b>82</b>	APP CRS <b>300°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>153</b>
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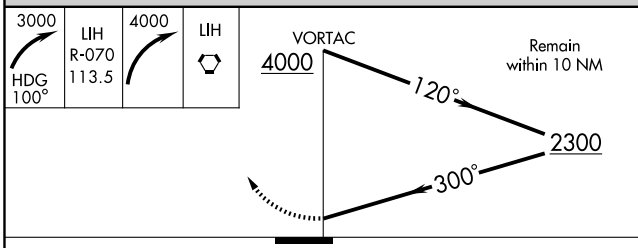
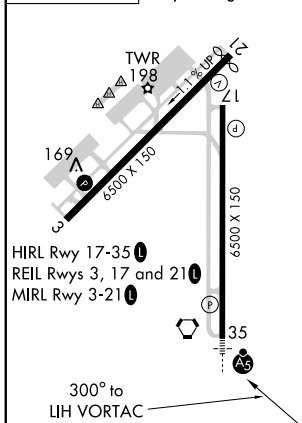
VOR-A  
LIHUE (LIH)(PHLI)

 Circling NA west of Rwy 17-35. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 3000 via heading 100° and LH VORTAC R-070 then climbing right turn to 4000 direct LH VORTAC and hold.
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ATIS <b>127.2</b>	HCF APPROACH <b>126.5 269.4</b>	LIHUE TOWER ★ <b>118.9(CTAF) 263.1</b>	GND CON <b>121.9</b>
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ELEV 153	Rwy 21 ldg 6295'
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							CATEGORY	A	B	C	D
Knots	60	90	120	150	180		CIRCLING	800-1 647 (700-1)	800-1 <sup>3</sup> / <sub>4</sub> 647 (700-1 <sup>3</sup> / <sub>4</sub> )	800-2 647 (700-2)	
Min:Sec											

VORTAC LIH <b>113.5</b> Chan <b>82</b>	APP CRS <b>191°</b>	Rwy Idg <b>6295</b> TDZE <b>118</b> Apt Elev <b>153</b>
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VOR/DME or TACAN RWY 21  
LIHUE (LIH)(PHLI)

Circling NA west of Rwy 17-35.  
Circling NA at night.

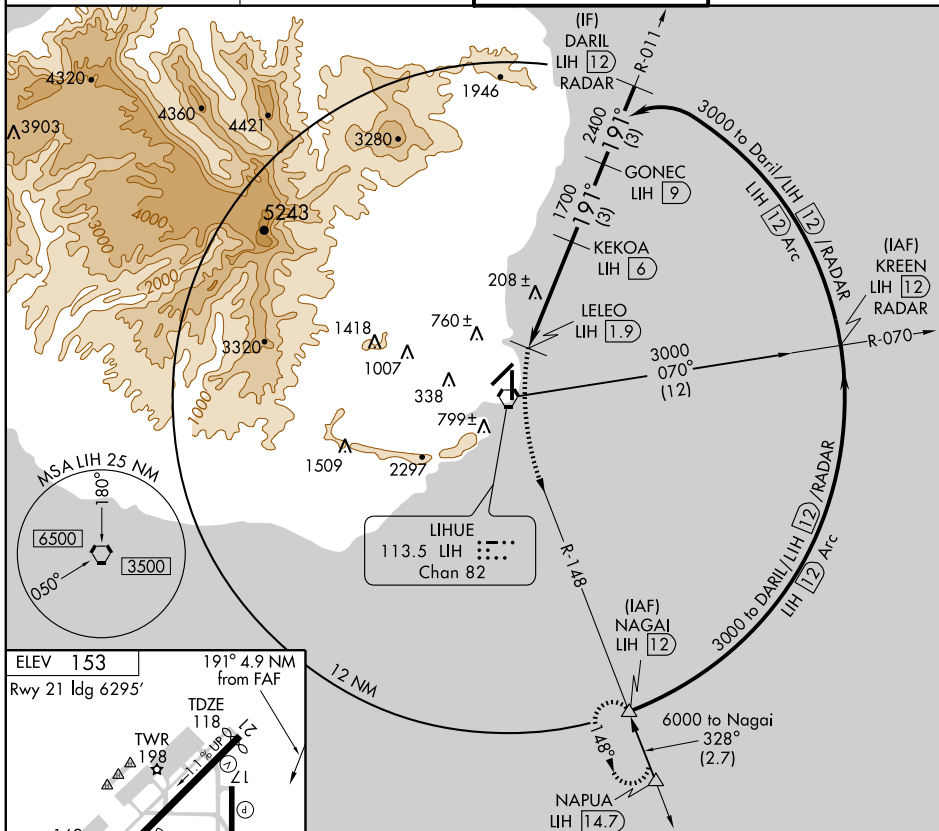
**MISSED APPROACH:** Climbing left turn to 3000 via heading 152° and LIH VORTAC R-148 to NAGAI/12 DME and hold.

## ATIS 127.2

HCF APPROACH  
**126.5 269.4**

LIHUE TOWER ★  
118.9 (CTAF) **L** 263.1

GND CON  
**121.9**



ELEV	153
Rwy 21	ldg 6295'

HIRL Rwy 17-35 **L**  
REIL Rwy 3, 17 and 21 **L**  
MIRL Rwy 3-21 **L**

Knots	60	90	120	150	180
Min:Sec					

3000  
HDG 152°

LIH R-148 113.5

NAGAI △

KEKOA LIH 6

LELEO LIH 1.9

191°

2400

3000

Procedure Turn NA

3.03°

TCH 55

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-21	520-1	402 (400-1)	520-1¼	402 (400-1¼)
CIRCLING	520-1 367 (400-1)	620-1 467 (500-1)	620-1½ 467 (500-1½)	720-2 567 (600-2)

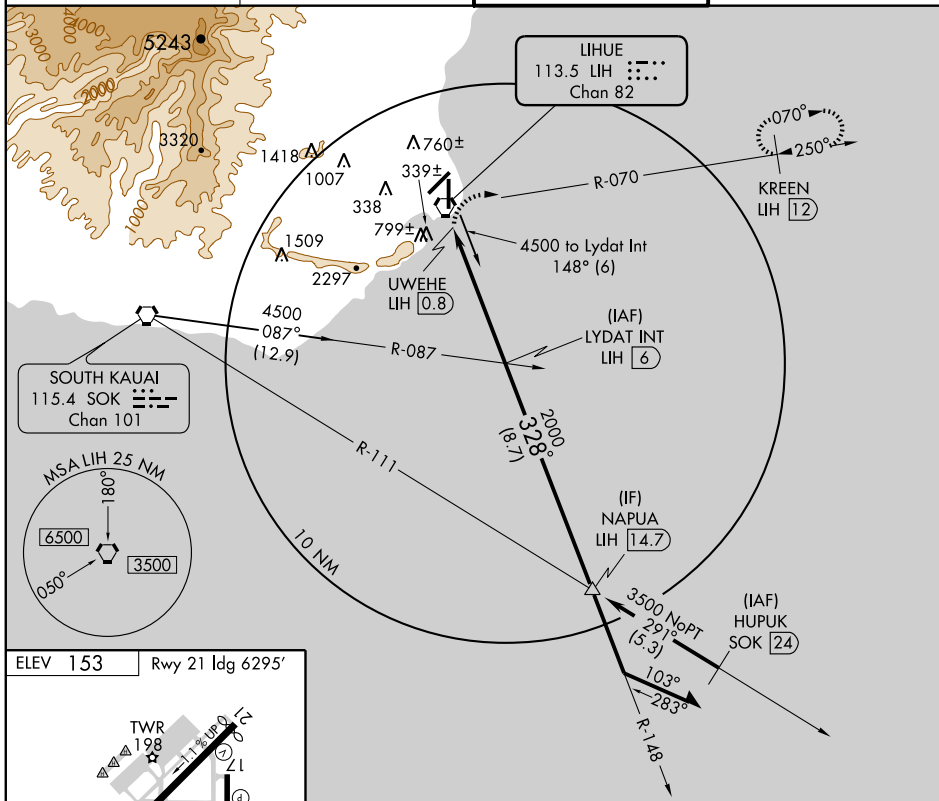
VORTAC LIH	APP CRS	Rwy Idg	6500
113.5	328°	TDZE	96
Chan 82		Apt Elev	153

## VOR or TACAN RWY 35

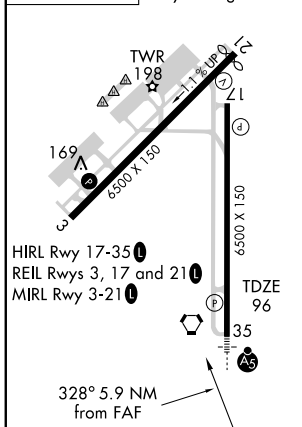
LIHUE (LIH)(PHL)

<p><b>▼</b> Circling NA at night. DME or RADAR REQUIRED</p> <p>Inoperative table does not apply.</p> <p>Circling NA west of Rwy 17-35.</p>	<p>MALS</p> <p><b>A5</b></p>	<p>MISSED APPROACH: Climbing right turn to 3000 via heading 100° and LIH VORTAC R-070 to KREEN/12 DME/RADAR and hold.</p>
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<p>ATIS</p> <p><b>127.2</b></p>	<p>HONOLULU CENTER</p> <p><b>126.5 269.4</b></p>	<p>LIHUE TOWER ★</p> <p><b>118.9 (CTAF) 0 263.1</b></p>	<p>GND CON</p> <p><b>121.9</b></p>
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ELEV 153	Rwy 21 Idg 6295'
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Knots	60	90	120	150	180
Min:Sec					

	3000	LIH R-070 113.5	KREEN LIH 12	LYDAT INT LIH 6	Remain within 15 NM
	HDG 100°			3500	
		LIH 1.6	UWEHE LIH 0.8	328°	2000
				2000	
				2.97°	TCH 55
		0.7	0.7	4.5 NM	
CATEGORY	A	B	C	D	E
S-35	600-1	504 (500-1)	600-1½	504 (500-1½)	600-1¾ 504 (500-1¾)
CIRCLING	600-1 447 (500-1)	620-1 467 (500-1)	620-1½ 467 (500-1½)	720-2	567 (600-2)